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MODEL RAILWAY

Magazine

DECEMBER 1987.

ISSUE 147, Vol.13, No.6

IN THIS ISSUE:

KOJONUP
An Sn3 % Exhibition Layout

The N.S.W.R. RU WHEAT HOPPER

Scratchbuild a RU

9mm SCALE MODELLING

1987 CLUB LISTING

**EXHIBITION REPORTS** 



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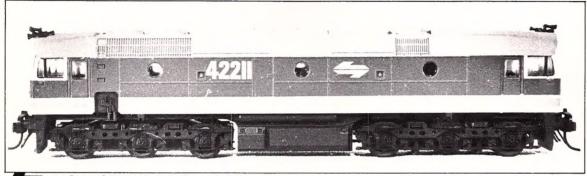
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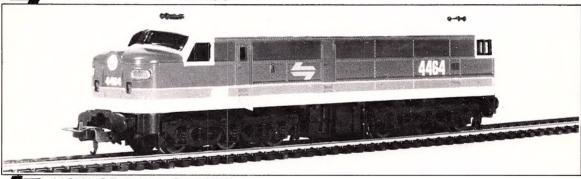


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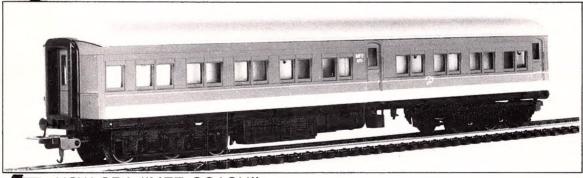
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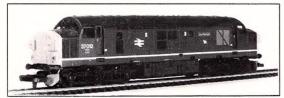


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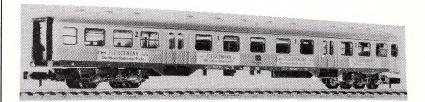
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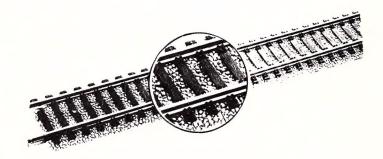
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# ROUNDHOUSE

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"Roundhouse" Model Railway Products are manufactured in the U.S.A. and are of American prototypes. The locomotive range includes steam and diesel locos as well as a 2 and a 3-truck 'Shay'. The list of freight car kits is vast and covers the old and the new in a wide variety of types. The passenger car list is not so large but still contains a good number of types.

The range of Delrin Bogies is deservedly popular.

In addition to the HO/00 ranges there are also some HOn3 Locos-2 'Consolidations' and a 2 and a 3-truck 'Shay' as well as some HOn3 Bogies.

There are also some ready-torun N Scale Freight Cars.

"Roundhouse" Kits are quality kits and with a few exceptions provide all the parts required to complete including motors & X2F couplers. Generally the kits are 'screwdriver' assembly.

Special releases are issued from time to time. Some of these are once only issues whilst others may eventually become part of the regular range.



#### KALMBACH BOOKS

"Kalmbach" Books are published in the U.S.A. They are probably the best, "Shows-you-how" series of books on model railways in the world. They cover the gamut of techniques for the absolute beginner to advanced methods for the expert. The books are lavishly illustrated and explain in clear, concise language all the facets of railway modelling.

In recent times a number of other subjects have been included in the range and cover such things as, aero modelling, plastic modelling and others.

"Kalmbach" also publishes the monthly, "Model Railroader."

### PECCO PUBLICATIONS

"Peco" Books published in the U.K. provide a series of inexpensive leaflets and small books covering many aspects of model railways for beginners. There are several books of track plans to assist with track planning and a number of other books, both hard and softcovered, which look at various aspects of the prototype and some aspects of railway modelling.

The British monthly, "Railway Modeller" is another popular Peco Publication.



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FULLARTON — South Australia. January 23, 24, 25 1988 at Julia Farr Centre, 103 Fisher Street, Fullarton. Open 10am-10pm (Sat), 10am-7pm (Sun), 5pm (Mon).

NORLANE — Victoria, January 23, 24, 25, 26 1988 at Centenary Hall, Cnr Cox Rd., & Melbourne Rd., Norlane. Open 10am-9pm (Sat., Mon), 10am-6pm (Sun.), 10am-5pm (Tues.). Admission \$2.50/\$1, Family \$6. Organised by Corio Model Railway Club

Inc.

FORESTVILLE — N.S.W. March 5, 6 1988 at Forestville Memorial Hall, Cnr Warringah Road and
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MELBOURNE — Victoria. March 11, 12, 13, 14 1988 at Camberwell Civic Centre. Open 10am-10pm (Fri, Sat), 10am-7pm (Sun, Mon). Admission \$4/\$2.

Sati, Ioam-/pm (Sun, Mon), Admission \$4/\$2. Family \$10. Organised by Australian Model Railway Association, Victorian Branch.

CANBERRA — A.C.T. March 20, 21, 22 1988 at Wesleyan Church Centre, National Circuit, Barton, ACT. Open 10am-5pm (Sat), 1pm-7pm (Sun), 10am-4pm (Mon). Admission \$2/\$1, Family \$5. Organised by National Model. Deliber Extended ganised by National Model Railway Exhibition Group.

BENDIGO — Victoria. April 1, 2, 3, and 4 1988 at TAFE College, 136 McCrae Street, Bendigo. Open 12 noon-6pm (Fri/Sun.), 10am-6pm (Sat), 10am-5pm (Mon). Organised by Bendigo Model Railroaders

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COFFS HARBOUR — N.S.W. April 23, 24 1988 at Coffs Harbour Civic Centre. Open 10am-6pm (Sat., Sun.). Admission\$2/\$1, Family \$5. In aid of Dorrigo Steam Railway and Museum. Details Russell (066) 52 5077, Rod (066) 42 2168.

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1988 at No.2 and 3 Show Halls, Pick Ave., Mt. Gambier. Open 10am-6pm (Sat., Sun.) 10am-4pm (Mon.). Admission \$2.50/\$1, Family \$6. Organised by the Blue lake Model Railway Club Inc. Details (087) 25 3987. a.h.

More DIARY on page 19.

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Queensland

December 12 Xmas Barbeque Casting Project Preparation T.B.A. January 9 February 13

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December 12 Scratch/Kit Building Workshops Scratch/Kit Building Workshops Scratch/Kit Building Workshops January 9 February 13

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# Australian Model Railway Magazine

#### COMMENT

#### Try Again!

Recently I wrote an editorial that had some surprising responses.

Relating a couple of bad experiences in hobby shops, I went to great lengths to indicate that they were not model railway associated hobby shops. Nonetheless, we were still inundated with questions from readers trying to guess who the offending model railway shops were. Worse still, we received a few complaints from model railway shops identifying themselves as the culprits!

In the closing remarks of the editorial I did omit to mention that I trusted that these circumstances would not happen in a model railway shop, although I did indicate that I had no intention of returning to either of these shops in the future.

On this matter a close friend took me to task for shutting off my mind, just over a single bad experience.

He was right! I had shut off my mind against the shops concerned despite them being very large and quite often having a number of good specials.

I wonder how many others shut off their mind in modelling? When a single bad experience, say in following a certain scenery procedure, does not produce the desired result, it is easy to blame the method rather than yourself and then trying the method again . . . and again if necessary.

We MUST of course, try and try again, to ensure that the problem was not a single bit of bad luck or one's own fault, which is generally the real reason for failure. Experiences, even bad experiences, are beneficial, in that they teach us how to get around problems and in the long term makes us better modellers.

For my part, I accepted my friend's advice and returned to one of the offending shops with a great list of requirements in hand. (This is despite the fact that I had since found an alternative outlet who always strives to please.)

Yes, you guessed it! After wandering around for a time realising that my list would not be filled, nor for that matter even started, I then went to a counter to buy some spare parts. There I witnessed one staff member berate another for over three minutes about making a mistake in front of customers, while two customers looked on.

I was embarrassed for the shop hand and when he was eventually left to serve me, ! fully understood his reason for being arrogant and abusive, despite not being able to supply a rather common component.

Now I know this sort of action would not take place in a model railway shop or at a model railway club in front of customers or new members. Or would it?

When in the public eye we all must be on our best behaviour, no matter what the circumstances!

Bob Gallagher

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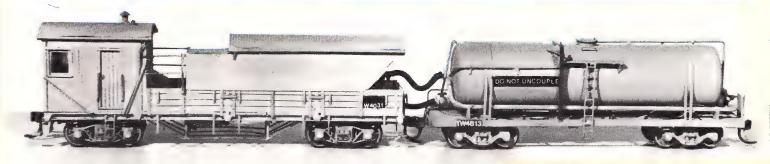


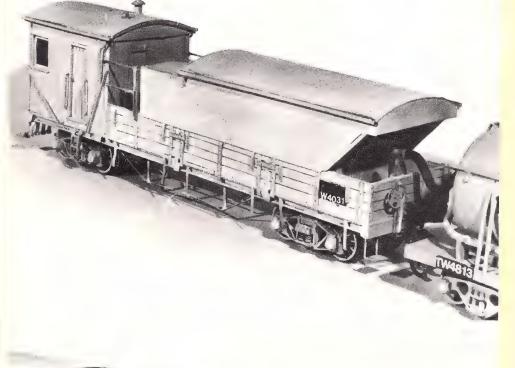
#### ON THE COVER

Our final railmotor cover for the year again comes from the camera of Graham Ball. This photograph was taken in February 1971 at Relbia, a town a shade south of Launceston in Tasmania. The scene pictures railmotor DP26, The Launceston connection to the Tasmanian Limited which ran between Hobart and Wynyard in the north of the Apple Island. DP26 would connect with the Limited, at Western Junction.

Railways are always short of money and quite often they make use of available equipment to overcome any immediate deficiencies. This happended recently in the N.S.W.R. when a loco shortage saw the rebuilding of a locomotive from a number of disused parts. As can be seen, the double ended box cab, would have been the style of the Alco unit if Clyde had not received the order for the 422s. Classed 441, this model by Allan Brown, typified the rebuilt version, and due to union demand, has both end doors sealed. The crew enter via the centre door. Photograph by Bob Gallagher.

#### PAGE 12

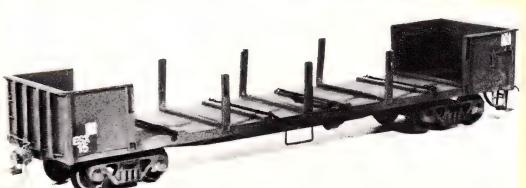




Page Twelve this issue illustrates that some readers do build models from articles in A.M.R.M. Kev Loughhead is the model builder, with Bob Gallagher the photographer.

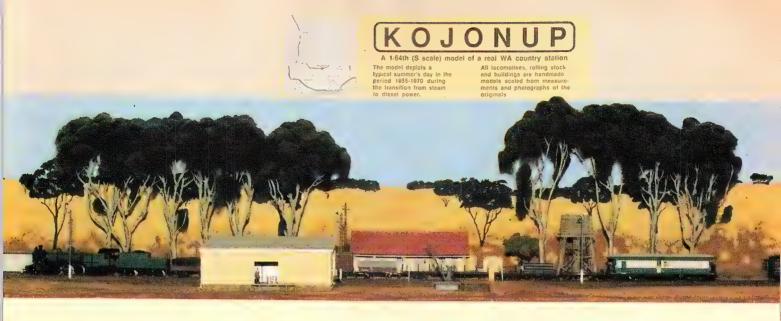
The South Australian Railways' poison train featured in the September/October 1981 issue (No.110) of A.M.R.M. in an article written by Kev Kavanagh. The two cars of the poison train illustrated here are permanently coupled together by plastic tubing. The cars were made from timber and styrene, with the tank being a section of plastic water pipe. The models have been finely detailed with wire and styrene. They have been airbrushed S.A.R. grey and appropriately weathered. W 4031 and TW 4813 are just two vehicles of a five wagon poison train Kev has built for his Moping Branch Railway.

The Moping Branch is an HO scale operating model railway that featured in the February 1981 issue (No.106) of A.M.R.M.



The Victorian Railways ESX was featured in an article by Steve McElroy in the February 1983 issue (No.118). This intriguing wagon, is used to carry slab steel, and was built from the article with styrene as the main material component. Fine chain has been used to detail the deck while the model has been airbrushed V.R. red and lightly weathered.

Page 12. Australian MODEL RAILWAY Magazine. December 1987.



# KOJONUP

# Richard Stallard describes his 1/64th (S scale) model of a Western Australian country station.

Kojonup is a small town in the south-west of Western Australia, about 300 km south of Perth along the Albany Highway. It is typical of many towns in the wheat/sheep farming districts. I first noticed Kojonup railway station in January 1980 while travelling in the area with my brother Gavin. At that stage we were looking for a suitable station for our fledgling W.A.G.R. Sn3½ group to model. We took a couple of photos of Kojonup and sketched the trackplan for future reference. We eventually chose York Station for the Sn3½ group project and Kojonup was forgotten for a while.

Early in 1983 my wife, Judith, and I started thinking about building our own Western Australian layout. We dug out the photos that Gavin and I had taken back in 1980. Kojonup seemed a likely modelling prospect. It wasn't too large and might even fit in our spare room if compressed slightly. While the station building was a standard design, it was unusual in having a tile roof. That, and the row of ornamental gum trees alongside the station, made it quite an interesting modelling subject.

We obtained a track plan for the station and drew a 1:10 S scale plan which included a re-

duction in the overall length to about 60% of scale to fit the space we had available. We did not have room to include the wheat bins which lie to the west of the station but we intend to model this area when space and time permit.

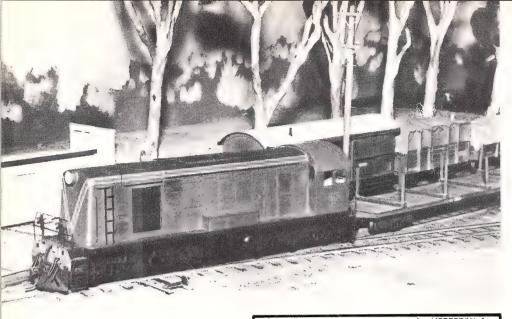
The next stage was a field expedition which took place over a long weekend in March 1983. We spent two days wandering around the station armed with camera, measuring tape and notebook. The surprising thing about the whole weekend was that not one local asked what we were doing!

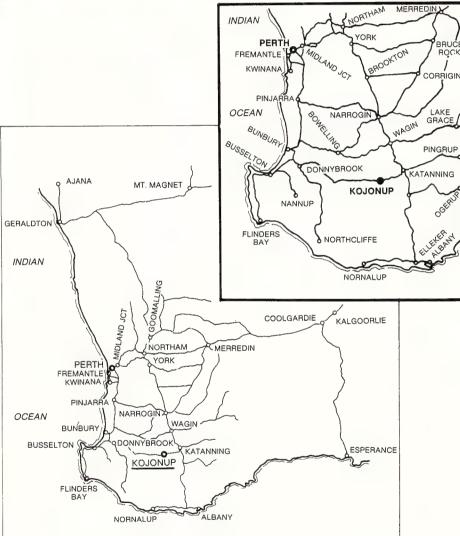
From the trackplan and our field notes and

Top: Kojonup as seen by the general public at an exhibition. The sign gives information about the layout while the map shows the location of Kojonup, about 300 km south of Perth.



Right: Kojonup station building. Note the detail on the roof and the timberwork on the end of the building. Adrian Gunzburg photo.





F 45 shunting the Kojonup yard. Gavin Stallard built the diesel from epoxy resin castings made from his own patterns. The loco runs on Airfix bogies.

photographs we had most of the information we needed to build the model. The water tower and the stock yards no longer existed but elsewhere we found similar structures still standing which we measured and photographed.

Construction started immediately and the first stages of baseboard construction and tracklaying were completed in a couple of months. Then came a period of about 12 months which saw very little progress. A holiday to the USA brought about renewed interest as we found quite a few S scale items in the hobby shops there. We purchased people, animals, detail parts for buildings and rollingstock and large stocks of North-eastern timber and Evergreen plastic sheet and strip.

A two-month work assignment in Karratha (1600 km north of Perth) provided lots of spare time for me to work on buildings for the layout. While there I finished the goods shed, water tower and ganger's sheds.

Progress was slow but steady during 1985. Towards the end of that year we made a promise to display Kojonup at the AMRA Perth exhibition in June 1986. We still had quite a lot of work to do including construction of the station building and most of the scenic work. We also had to build a fiddle yard and two 180 degree curved end sections to allow exhibition running. We enlisted the help of the other members of the Sn3½ group to construct the fiddle yard and curved sections while Judith and I worked on the station area.

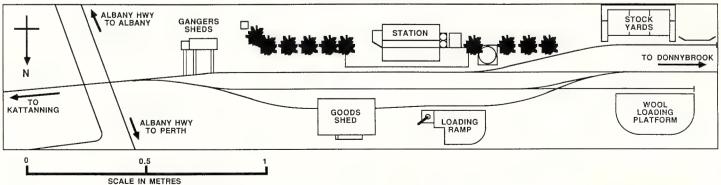
Many late nights in the weeks leading up to the exhibition paid off as the layout was well-received by both modellers and the general public. A surprising number of exhibition visitors had lived or worked in Kojonup or just seen the station while passing through on the Albany Highway. An ex-railways employee had even slept in the goods shed on many occasions so he could pocket his accommodation allowance. The interest shown by the public justified the scratchbuilding effort required to model a Western Australian station.

#### TRACKWORK

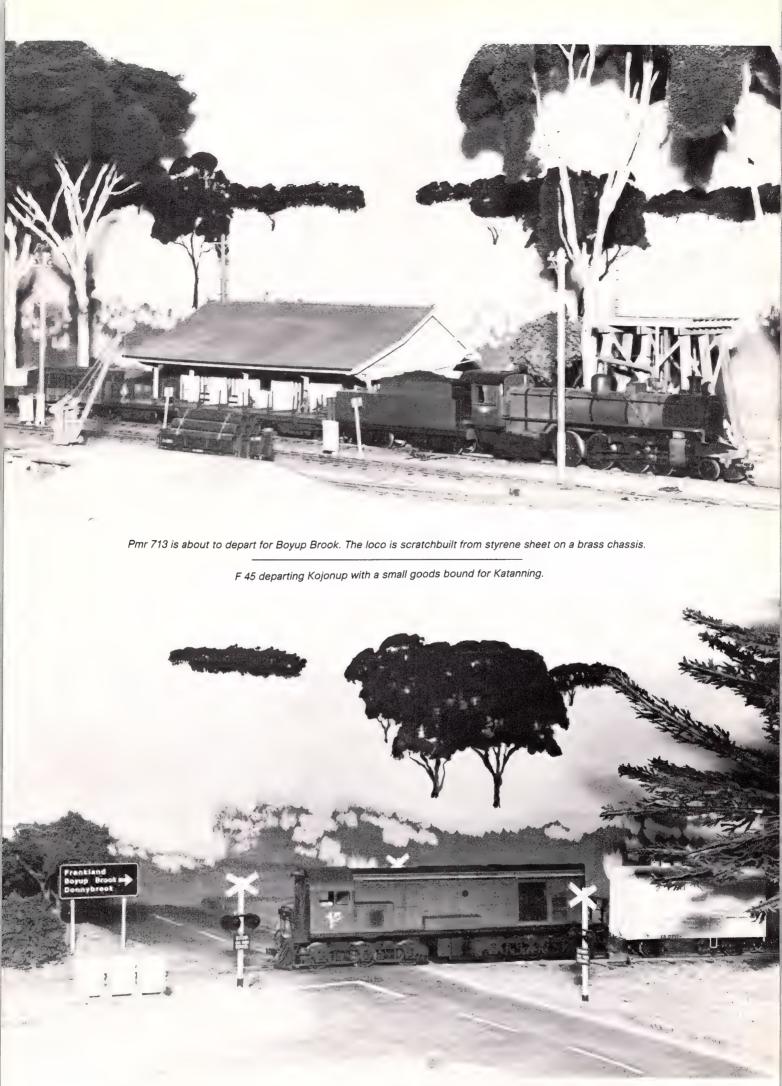
All track and pointwork is handlaid with correct sleeper size and spacing for W.A.G.R. narrow gauge. The sleepers are larger and spaced further apart than with HO track, although the gauge is the same. The rail is Railcraft code 70, fixed with Goodyear Pliobond adhesive to wood sleepers.

I cut the sleepers from North-eastern 6" x 12" HO scale stripwood which scales out to the correct size in S scale (4.5" x 9"). Cutting sleepers used to be the most tedious part of track construction until I discovered how to mass produce them using a bandsaw. I wrap about 50 lengths of stripwood with masking tape to form a rectangular bundle and run the





Page 14. Australian MODEL RAILWAY Magazine. December 1987.



Australian MODEL RAILWAY Magazine. December 1987. Page 15.



S 549 Greenmount departs Kojonup with a goods, bound for Donnybrook. Adrian Gunzburg built the S class from styrene sheet on a brass chassis.

Note the height of the trees. The ornamental gums near the real Kojonup station are about 20 metres tall. Photo by Adrian Gunzburg.

F 45 in the loop. Note the interior timber work of the goods shed. The livery on F 45 was first applied in the late 1906s and has survived on some locos until the present day. The class were originally painted in the red and cream livery of the Midland Railway.



whole lot through the bandsaw with a stop set to give the correct length. In about five minutes, I can cut enough sleepers for 6 metres of track.

All points have live frogs to ensure smooth operation. To prevent short circuits from the backs of metal wheels touching the open point blade, the blades are isolated electrically from the frog and from each other. Each blade is connected to the adjacent stock rail with a few strands of fine copper wire.

I deviated from normal practice by building the points with a continuous curve right through rather than having a straight section through the frog. This enabled me to minimise the length taken up by the points, while achieving the wide (70 mm) separation between parallel yard tracks.

#### FRAMEWORK CONSTRUCTION

All of Kojonup station is on a single baseboard  $3 \times 0.6$  metre. I built the framework from 6 mm plywood to produce a strong yet lightweight baseboard, easily carried by two people. The main side members of the frame are 175 mm high and there are plywood cross members at intervals of about 350 mm to support the plywood sub-roadbed. The sub-roadbed extends about 25 mm beyond the tracks to support the scenery.

The roadbed is Laminex Craftwood. This is a cross between Caneite and chipboard and is similar to Homasote used in the US and Sundeala board used in the U.K. It is ideal for roadbed as it is strong and rigid but soft enough to push in track pins and spikes with a pair of pliers. (It helps to poke the pin or spike into a block of beeswax first.) The Craftwood also reduces sound transmission to the plywood sub-roadbed. The roadbed is about 35 mm wide, just wider than the sleepers.

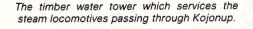
#### SCENERY

My wife, Judith, helped a lot with the scenery. We cut 25 mm thick polystyrene foam to form the ground surface between the roadbed and the edge of the layout and glued the foam in place with Aquadhere. We then used a surform tool to mould the surface to the correct contours. We filled the joints between the pieces of foam and any remaining holes with brown No-More-Gaps.

Once the ground surface matched that of the actual station, complete with drainage ditches and earth embankments, we gave the whole layout a coat of poster paint. We obtained the earthy red-brown colour by blending brown and yellow ochre paint powders. We then zip-textured the layout, while the paint was still wet, using dry paint powder mixed with Plaster of Paris. Rather than mix up one large batch of powder, we mixed several small batches so that we would get slight variations in the ground colour.

We used yellowy-brown ground foam with a trace of green to represent dead summer grasses on the ground surface. To achieve the parched summer look we were after, we had to be careful not to overdo the grasses and weeds.

Judith made the large gum trees from multistrand copper wire, soldered together, then covered with diluted No-More-Gaps. She used a combination of grey, brown and pink paints to colour the bark to match the originals. The foliage is polyester wadding as used for padding for lounge cushions, etc. We sprayed the foliage with Testors Model Master Medium Green before tearing it into clumps of various sizes. After gluing the foliage to the wire trees, we added a light dusting of Wood-





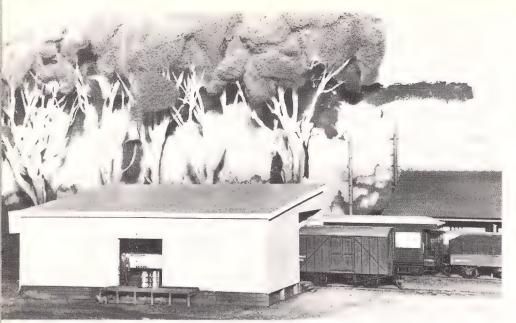
The stock yards at the western end of the yard.



Y 1114 waits in the loop with a goods train while F 45 runs through with a Donnybrook bound goods. Note the high standard finish of the exterior of W.A.G.R. brake vans.



Australian MODEL RAILWAY Magazine. December 1987. Page 17.



Kojonup goods shed. The walls and roof are corrugated cardboard on a stripwood frame. Note the detailing inside and under the building.



Y 1114 passes the ganger's sheds at the eastern end of Kojonup yard. Gavin Stallard built the loco from styrene sheet. It is powered by two SPUD powered bogies.

Kojonup station with the goods crane in the foreground. This area is highly detailed with life form.



Page 18. Australian MODEL RAILWAY Magazine. December 1987.

land Scenics ground foam using a spray adhesive.

Where the trees were to be fixed into the layout, we drilled holes into the foam and glued in snug-fitting wooden dowels. We pre-drilled the dowels to take 3 mm brass rod which we had soldered into the base of each trunk. The dowels provided a firm base for the trees which can be easily removed without damaging the foam scenery.

Judith made the pine tree near the level crossing from branches from an old plastic Christmas tree, stuck to a wire trunk. A touch of spraypaint and some groundfoam effectively disguised the shiny plastic branches. The small trees near the level crossing and the water tower are from a Woodland Scenics evergreen tree kit.

As well as using No-More-Gaps for patching holes and making trees, we found it very good for simulating asphalt for the road crossing and the station platform. Altogether, we used three 450 gram cartridges.

#### **BUILDINGS**

#### Station

The station is built mainly from styrene sheet. The walls are Evergreen novelty siding which has the same profile as the weather-boards used in W.A.G.R. stations. The roof is Vollmer HO scale tile material. The windows are by Grandt Line, who make quite a range of rollingstock and building parts in S scale.

A feature of the station is the decorative trim on the peak of the roof. I cut this by hand along one edge of the sheet of 0.5 mm styrene. I then cut the trim from the rest of the sheet, leaving a piece only 0.5 mm wide along the bottom edge to hold it all together. Once glued to the roof, it is quite strong. On the real station, several pieces of the trim are broken, but I couldn't bring myself to model this feature.

#### **Goods Shed**

The construction of the goods shed closely follows the prototype, with a timber frame covered in corrugated siding. The wall and roof cladding is commercial corrugated cardboard. Although intended for HO scale, it is almost exactly right for S scale corrugated iron.

#### Water Tower

The original Kojonup water tower was removed long ago and we have been unable to locate any photos of it. The only source of information from which we could work was the W.A.G.R. track plan which showed the size of the base of the tank, its location and the water capacity.

Our model is based on a photo in a brochure published by the Hotham Valley Tourist Railway, of a wooden water tower on the now disused railway between Dwellingup and Boddington, about 150 km south of Perth. Most W.A.G.R. water towers had metal tanks, but the wooden one looked interesting to model.

We bought an S scale kit by Lehigh Valley Models for an American style wooden water tower thinking it would be suitable but it turned out to be far too big. We ended up just using the materials that came with the kit. We took the dimensions of the wooden stand from the water tower at Mooliaman, just east of Boddington, which is still standing.

#### Ganger's Sheds

The ganger's sheds are built from balsa wood, covered in corrugated cardboard. The door hinges and latches are Grandt Line O scale parts.

#### Cattle Yards

The real Kojonup cattle yards have been demolished but the W.A.G.R. track plan gave the overall dimensions and layout. We took the construction details of the fences and loading

ramps from cattle yards at several other sidings between Kojonup and Boyup Brook and also from those at Bridgetown.

The yards are made mainly from Northeastern timber. The fence uprights are code 55 rail. The water troughs are kitbashed from Sentinel HO kits.

#### **Loading Platforms**

The walls of the loading platforms are made from North-eastern timber with code 55 rail for the uprights. We filled the inside areas up with blocks of polystyrene foam and shaped them to blend in with the surrounding scenery. We zip-texture the tops of the loading platforms along with the rest of the scenery.

The stone retaining walls on the small platform near the cattle yards are cast from Plaster of Paris in plasticene moulds. Ross Hurley described this method several years ago in A.M.B.M..

The yard crane is a Sentinel HO kit. I bought it with the idea of kitbashing it to look like a W.A.G.R. crane but there are too many differences. One day I will scratchbuild a new crane, but the Sentinel kit looks fine for now.

#### **Lamp Posts**

Judith made the lamposts from 4 mm wooden dowel with North-eastern timber for the crossarms. The insulators are made from Fimo modelling clay, pressed around short lengths of office staples. The climbing rungs are small dogspikes. The lampshades are made by Plastruct. Lengths of rail support the posts clear of the ground for protection against white ants.

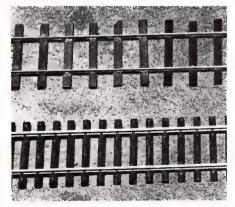
#### LEVEL CROSSING LIGHTS

I made the level crossing lights from brass rod and sheet. The lamps are 3 mm diameter light emitting diodes and the targets are  $\frac{1}{8}$ " steel washers.

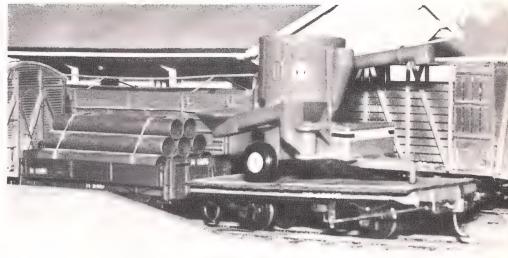
Light sensors mounted in the track control the level crossing lights via an electronic circuit of my own design. The circuitry includes a time-out so that if a train approaching from the station side of the crossing stops in the station, the lights will stop flashing after about 15 seconds. As soon as the train moves towards the crossing, the lights will start flashing again. The W.A.G.R. refers to this arrangement as a Z track and it is often used when a level crossing is located close to a station. A pair of yellow signs indicate the location of the Z track section to the driver so he knows not to stop too close to the crossing.

#### CONTROL SYSTEM

I have tried to make the layout as simple as possible to operate by using a route setting system for point control and mounting all the controls on a small walkaround panel. The walkaround control panel is particularly useful



Comparison between handlaid Sn3½ track (top) and HO code 100 flexible track. The handlaid track uses Railcraft code 70 weathered rail on stripwood sleepers.



Some of the goods wagons used on Kojonup.

at exhibitions as you can stand in front of the layout and talk to people while driving trains.

There are only five pushbuttons for point control — one for the main line, one for each loop and one each for the two dead end sidings. Simply pushing one button sets up all the points for the desired track. The pushbuttons operate the appropriate points via a diode matrix and a group of flip-flops. Telephone relays mounted directly under the points drive the blades as described in A.M.R.M. some years ago. Contacts on the relays control power routing to each track as well as to the live point frogs.

The train controller is a homemade transistor type of conventional design except that it is split into two sections. The walkaround unit contains the potentiometer for speed control and a single pole switch which operates a relay for reversing. The relay and the power transistors are mounted under the layout to eliminate heat buildup in the walkaround control panel and also minimise voltage drop in the cable.

Uncouplers are Kadee #308 permanent magnet type mounted under the track. They are hinged on one side to drop down when not required to prevent accidental uncoupling. Ratio signal operating levers mounted on the front edge of the baseboard raise the uncoupling magnets via a model aircraft bellcrank and a length of string. As the uncouplers are completely invisible from above the layout, I have painted small dots of white paint on the sides of the rails to mark their positions.

#### ROLLINGSTOCK

My own collection of W.A.G.R. rollingstock is rather limited and consists of a Pmr 4-6-2 steam loco, two guard's vans and six goods wagons. At exhibitions, I rely on the other members of the Sn3½ group to obtain enough rollingstock to run the layout. Between us, we have 12 steam locos, three diesels and about 100 wagons. All are scratchbuilt or made from resin castings from our own moulds.

I am scratchbuilding a W class 4-8-2. Several members of this class are still run by the Hotham Valley Railway in Western Australia and the Pichi Richi Railway in South Australia.

#### **HISTORICAL NOTES**

The line from Katanning to Kojonup was commenced in July 1906 and officially opened on Wednesday, 10 April 1907. A special train left Katanning at 11.00 a.m., arriving at Kojonup at 1.00 p.m. A total of 100 visitors and locals adjourned to the agricultural hall for a banquet. Mr.C.A.Piesse, M.L.C., expressed concern that the high rates proposed for transport over the new railway would reduce its usefulness as many people would be unable to afford the cost.

This line was one of three built to a special 'light railway' standard to reduce construction costs. (The others were from Goomalling to Dowerin and Wagin to Dumbleyung.) Rails were 45 lb per yard on half round sleepers. There was no ballast; only earth packing. Much of the 45 lb rail remained until the 1970s. The introduction of powerful locos with light axle loads, such as the W class 4-8-2s, meant that quite heavy loads could be carried, despite the light construction.

The other end of the branchline from Donnybrook as far as Noggerup was opened in March 1908 and extended to Boyup Brook by March 1909. In May 1912, the final section from Boyup Brook to Kojonup was opened, completing an important link from Donnybrook on the South-west mainline to Katanning on the Great Southern mainline.

Little changed until 1982, when unseasonal summer rains washed away several sections of track between Kojonup and Boyup Brook. Westrail decided not to repair the damage and closed this section. The Kojonup to Katanning and Donnybrook to Boyup Brook sections remained opened and Kojonup and Boyup Brook once again became terminus stations. However, about a year later, the Kojonup to Katanning section was also closed. Boyup Brook is still open.

**EDITOR'S NOTE:** The above historical notes are based on information supplied by Adrian Gunzburg.

Unless otherwise indicated, all photographs by the author.

#### The Next Issue of AMRM

Will be released on January 20, 1988. Generally supplies to hobby shops take three to five days to arrive.

#### DIARY

Continued from page 10

BRISBANE — Queensland. April 30, May 1, 2 1988 at the Horticultural Pavilion, R.N.A. Showgrounds, Alexandra St., Fortitude Valley. Open 6am-6pm (Sat., Mon.) 10am-6pm (Sun.). Admission \$2/50c. Organised by the Queensland Branch of the Australian Model Railway Association. — This exhibition is an approved Bi-Centennial activity.

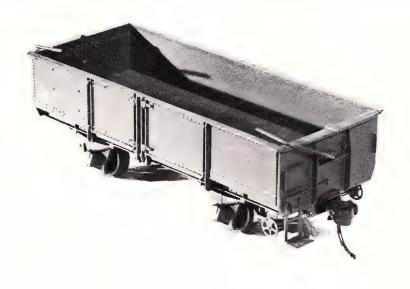
organised by the Queensland Branch of the Australian Model Railway Association. — This exhibition is an approved Bi-Centennial activity.

WEST RYDE — N.S.W. June 1988 (Queens Birthday Weekend) at T.A.F.E. College Hall, Rhodes St., West Ryde. Organised by the Epping Model Railway Club.

#### CONVENTION

CHRISTCHURCH — New Zealand. April 1, 2, 3, 4, 1988 at Kirkwood Intermediate School, Riccarton Rd., Christchurch, New Zealand. Details: N.Z.A.M.R.C. Model Railway Convention, PO Box 1255, Christchurch, New Zealand.

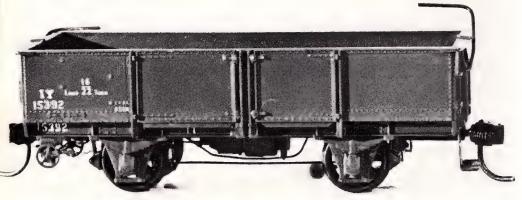
# A VICTORIAN RAILWAYS 'I' WAGON CONVERSION



#### by Hugh Budge



IY 15413 photographed at Serviceton in the mid 70s; note the pipe which appears to go around the cylinder, and the very obvious brake rigging which would have to go on a model.



The model IY; compare the position of the brake cylinder with the prototype photograph. This is because of using a GY floor — refer to article footnote.

#### Motivation

At a weekly model building session, I put the problem of what to do with two surplus 'I' wagon bodies I had left over from a project that used the floors and underframes. Phil Jeffery came up with "Why not build two IYs?"

#### Information

In the June 1976 Newsrail on p.125 there is a photograph and paragraph on the IY wagon. From this I learned that the IY was an interim design of 1926-27, using heavier axleboxes to raise the load to 20 tons (later raised to 22), although the capacity remained as an I wagon. The number range was 15220-15569, and these 20 ton I trucks used a geared IZ type hand brake wheel. The wagons were recoded IY from 1929.

Initially the W iron was angle braced to the underframe, but this was later remove and visually the only difference from an I wagon was the heavier underframe and IZ type brake arrangement.

#### Materials Required

One set of I wagon sides and ends, one GY or I wagon floor (either will do) and one set of GY sideframes and wheels, all from Broad Gauge Models (BGM) kits. Brake parts and shunter's steps from BGM PW1 Kit. One pair of No.5 Kadee couplers. MEK, Testors or your favourite glue. Bits and pieces from your scrap and decal boxes.

If you made two as I did, the surplus GY bodies can be made into an E wagon from the Australian MODEL RAILWAY Magazine article in issue No.125, by Peter Eisenhut.

#### Method

Assemble the sides and ends of the I wagon as per the I wagon instruction sheet, and set aside to dry.

If using a GY floor, it has to be reduced in width by approximately 1mm either side. I used the method described in steps 3 and 6 of the I wagon instruction sheet. Be careful to take equal amounts off both sides and keep the sides and ends square. Check frequently until the floor is a snug fit into the assembled box. I also found that the floor needed to be shortened slightly to fit into the box.

Continued on page 21.

# **BUILDING A TE FLAT WAGON IN N SCALE**

#### by Kim Armstrong

This is a very simple conversion using a Bachmann Old Timer flat car. For those fortunate enough to have early issues of AMRM an article appeared on the TE in the May/June 1979 Issue, No.96, pages 19-22 inclusive. (This issue is still available — Editor.)

Firstly, remove the stanchion brackets from both sides of the car. File sides smooth. The bogies should be removed and put aside for safe keeping. The chassis and decking have to be shortened to 30'. This can be done by removing a length out of the middle and rejoining

the two halves; the chassis is metal so use a suitable glue.

Make the two wagon sides as shown in Diagram 1 from 20 thou. styrene. Glue these to the original decking and when dry, using a Zona saw or similar extend the planking to the sides of the wagon. See Diagram 2. Next lay a thin styrene strip around the under surface of the side, Diagram 3. Glue two styrene strips on the side as in Diagram 4.

Make two end stocks as in Diagram 5 and attach to model. If you have some buffers in

the junk box fix these to the end stocks. Buffers can be fabricated from thin styrene tubing and panel pins or turned up on a lathe if you have one.

Some people may prefer to add a scribed timber decking rather than trying to extend the planking onto the top of the new side pieces.

Paint the TE matt black and decal with MnJ decals. I cut up a wagon code sheet #108 to make the appropriate wagon code. There were only six TE wagons built originally for the Army, to transport Centurion tanks. The TE serials were: 11142, 11153, 11160, 11189, 11195 and 11120. The wagon can be superdetailed by adding ladders and brake handles and by an N scale tank if they exist. Perhaps some of our Army Reserve members can provide N scale drawings of the Centurion. Screw the bogies back on and the model is complete.

# A V.R. 'I' WAGON CONVERSION

Continued from page 20.

I then glued the sideframes to the floor; when dry, I filed back any protrusions around the floor and cut off one of the centre door stanchion brackets from each sideframe. A WORD OF CAUTION: Due to the offset of the I wagon doors, be careful that you remove the correct stanchion bracket from each side. Check against the body to determine the stanchion to be cut off.

The I wagon underframe may be used without modification.

I then glued the floor into the body, being careful to match ends with the cut off stanchion bracket, and fitted the 10.5mm wheels supplied with the GY kit.

Detailing

Using the photo in Newsrail and Phil Jeffery's only IY photo, I put on the brake wheels on the long door end of the wagon, the shunter's steps, the GY brake cylinder on the centre sill, and then the various pipes etc., from bits and pieces out of the scrap box.

**Painting** 

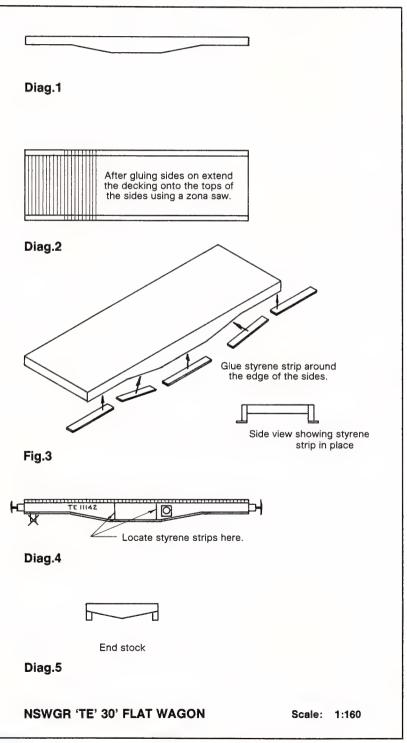
I painted the wagon VR wagon red and then delved into the decal box to make up appropriate lettering. Then some weathering and a coat of Dullcote and the wagon was ready for the layout.

#### Footnote

After completing the model and comparing it with the photos, the brake cylinder appeared to be too low under the side sills. On a second model the centre sill of the GY floor was filed down so that it was the same depth as the side sills. This makes the cylinder look correct. If you use an I wagon floor this will not be a problem.

#### **EDITOR'S NOTE**

Broad Gauge Models have now released a kit for the V.R. 'IY' open wagon, the comprising the parts designated in Hugh Budge's article.



# **SYDNEY - 1987**

#### **Bob Gallagher**

The New South Wales Branch of the Australian Model Railway Association's Sydney Model Railway Exhibition celebrated its twenty-fifth anniversary with the holding of the annual event at the Gough Whitlam Centre in Liverpool during the October long weekend.

The value of the Sydney exhibition is often questioned and challenged by modellers. Sometimes items or aspects of the organisation or exhibits are put under the microscope for dissection, and not always in a unbiased manner. Every other model railway exhibition in Australia is compared with the Sydney show, and often they are acclaimed as being better than Sydney.

Whatever one's bias, the A.M.R.A. organised Sydney Exhibition remains THE model railway exhibition, warts and all. It was the first large show in the country; it was the show that gave many other organisations the impetus to develop their own local exhibition; it has often set a standard that has not been attained by others and it is the biggest in terms of the number of individuals participating in exhibits. It is surprising how often an exhibit at this show has set a precedent that eventually becomes a standard required by other exhibitions. Modelling clinics and Australian layouts are just two specific features that grew out of the Sydney show.

It is grossly unfair to try and compare exhibitions, especially those from the major capital cities, all of which now have their own individual character. The Sydney show will remain the exhibition to attend because it is the trendsetter in Australian modelling. Point-by-point comparision with Sydney does not serve any purpose.

The Sydney show was first held in 1962 in the Burwood Police Boy's Club, moving the following year to the Sydney Lower Town Hall. This exhibition coincided with the third issue of this magazine, and the August/September issue became the programme for the exhibition. There were 26 exhibits on display and it is interesting to note how many are still in existence and exhibiting.

After a period of time the size and standard of the exhibition grew until the use of the Lower Town Hall was not only uncomfortable when open to the public but also unbearable when trying to get exhibits into and out of the hall. The exhibition then moved to the Mazda Pavilion at the Royal Agricultural Showgrounds at Moore Park. A few years later the adjacent Ford Pavilion was also used but eventually this became unacceptable and the move to Liverpool was made in 1984.

The Whitlam Centre is a large sporting hall that is big enough to house three basketball courts plus extensive seating. For the exhibition the seating is folded away and carpet laid over the timber floor to present a comfortable space for a show. Liverpool is a hot place, but this is not noticed in this high ceilinged, well lit hall.

The 1987 show was unusual. That doyen pair of exhibition organisers, Graham and June Larmour, were not involved in the exhibition at all except as exhibitors. John Skilton took over the task of organising a show that saw 61 exhibits crammed into the hall. It was so packed that spending a few minutes in the small nibble bar area was a welcome relief.

It would be impossible to try and describe every exhibit but it would be fair to indicate that a wider range of exhibits has never before been seen in this country. There were three O scale layouts, a number of EM, OO and HO layouts as well as TT, N, 5" gauge, and so on. There were book stalls, hobby shops, a laminating service, magazine stalls, video displays, a continuous slide show, modelling competition, etc., etc.

The trade stands included Casula Hobbies, Toyman Imports, AR Kits (and a display of the forthcoming 81

class), Footplate Models, Fred Fox Continental Model Railways, Bill Webb, Iron Horse Hobbies, Concord Hobbies, and Wall Plaques International. Displays that stood out were John Bell and Jock Dewar's SMR, Gresham (a new HO scale layout) and models of the Peak Hill wheat silos.

Gresham is based on western N.S.W. and is being built by Mick O'Hanlon and Bob Chrismas. Kieran Ryan's wheat silos were an example of superb modelling, and the physical size of the display was overpowering. An unusual display that has created plenty of discussion was James MacInerney's diorama of Lambing Flat. This display has a completely glassed in front and is shown at eye-level . . . for those 5'6" to 5'11" Those outside that height range had differing views of this quality display.

Models released at the 1987 show include a brass etched N.S.W.R. CHG brake van kit by Casula Hobbies, a N.S.W.R. Z16 class etched tender kit by Footplate Models and a number of epoxy kits from Stephen Johnson, including a weigh-bridge hut and a cottage. It was interesting to note some of these kits being assembled on the adjacent modelling stand.

I first saw the Sydney exhibition in the mid sixties. It was there that my slight interest in model railways was titivated and the idea of Australia as a modelling subject clearly defined. In years since I have been able to attend almost every show and have learnt something from each and every one. The Sydney show may not always have the best individual layouts on display but it is always full of interesting displays, both commercially and modelling wise. The 1987 show may not have had an extensive number of the so-called 'high standard' layouts, but it was very entertaining and informative, no matter what the interest of the viewer.

# **ORANGE - 1987**

#### Bob Gallagher

Orange is one of the major towns in the New South Wales mid-west. It is an ideal central location for modellers of the surrounding Cowra, Bathurst, Parkes and Dubbo areas. Hobbyists in Orange are serviced by Dean Model Railways while the exhibition was organised by the Orange Ex-Services Model Railway Club, the Orange Society of Model Engineers and the Central West Railway Preservation Society.

The exhibition on the weekend of September 6 and 7, was held in a carpeted hall in the Orange Ex-Services Club. By any standard it was a small show, albeit an interesting one. Layouts on display, which consisted mainly of N.S.W.R. based displays, included Paxton now operated by the Cowra Model Railway Club, Trunkey Creek operated by the Dubbo Model Railway Club, Branchline by the Orange Ex-Services Model Railway Club, and the raw beginning of 'Mandagery', a fine scale layout by the Orange Model Railway Group. Dean Model Railways had a small display while the second hand stall was manned by Al Cutmore.

Of special interest was the photographic and memorabilia display on Mr. Keith Smith, once chairman of Australian National. The modelling clinic, staffed by the Old Brothers, featured some interesting electromagnets for Kadee uncouplers. Also on display was the pilot model of the AR Kit 81 class diesel.

While this exhibition was very small by comparison to many country exhibitions, it did give modellers the opportunity to display their hobby to the general public

# **BOWRAL** — 1987

by Bob Cooke

This has definitely been another successful year of progress for the Berrima District Model Railway Group who presented their fifth annual exhibition at the Bowral Public School over the long weekend 3-5 October 1987. It was noted that visits to this particular exhibition by modelling enthusiasts showed a significant increase above last year's figure, which was felt to be due to the interest created by the 1986 report on this exhibition published within A.M.R.M.

Illumination of the participating layouts was much improved this year, which was achieved by the addition of imitation station platform lights which certainly enhanced the visual impact of the modelling done be-

In briefly covering the exhibits, the various main layouts featured were 'Goodtown', a 6 metre long layout by Garry Goode, 'Keerela', a 6 metre long project by Peter Robinson and Graham Cheal, and the ever popular Warrimoo Club layout operated by Mick Thomas and Chas Harris. All of these HO scale layouts were based upon the ever growing popularity of 'Modelling the Railways of New South Wales'

An adjoining ante-room further housed a number of European HO scale layouts as well as a very large and interesting N scale exhibit presented by the Illawarra N Gauge Modeller's Group, who journeyed up to the exhibition from Wollongong and the South Coast region

For those readers who are exacting in their appreciation of the modelling efforts of others, the annual Bowral Exhibition would not prove disappointing. The

'Goodtown' layout featured a well-modelled goods shed and a two-road loco shed based upon the prototype buildings once located at Picton, NSW, the period modelled being from 1950 through to the late 1960's NSWR steam era. Numerous HO brass locos were put through their paces, which included Classes C32, C36, C38, D50, D55, D57, D59 and the AD60 Class, with through running to Graham Brown's adjoining layout en route to 'Keerela' and return.

The Warrimoo Club layout on the day that I visited, which was Sunday 4 October, featured 'diesel only' operations and V/Line G Class units dominated. watched with some amazement as a single brass 81 class lifted a train of some 50 bogie freight vehicles, which was hauled previously by GM1 plus a VR 'Y' double-heading. Such operations were indeed interesting and I felt that I got my money's worth having paid a \$1.50 adult entrance fee.

The 'Keerela' presentation was in itself very entertaining. Last year's club layout, 'Mittagong', was located on the reverse side of this particular layout. I watched intently as D57 class loco, 5710, hauled a train of 27 vehicles, being closely followed by Garratt 6021 with a further 54 wagons in tow, both keeping a respectful distance between them whilst completing a lap of this well-detailed layout. A 90' turntable manufactured by club member, Bruce Akrigg, was also featured at the far end of this exhibit . . . in HO scale of course!!

My thanks to Tony Ward for driving me down and helping me make this and the accompanying Thirlmere report.

Over the years, the city of Adelaide has lagged behind other Australian mainland capital cities in presenting large model railway exhibitions. In 1975 the South Australian Railway Modellers Association held their last exhibition. Then Trevor Searl came onto the scene. Trevor produced his first show in 1981, repeating again in 1983 and 1985, and set new standards in model railway exhibition organisation. Not being constrained by the problems of model railway clubs Trevor was flamboyant in his method of attracting high standard layouts to Adelaide. As the proceeds of the shows were to go towards the Channel Ten Christmas Appeal, which included the Children's Medical Research Foundation, Trevor was able to use his business contacts to sponsor the cost of tranporting these layouts to Adelaide. Trevor's shows were successful by any standard, and while his style may have upset some of the socalled Establishment, his infectious enthusiasm for displaying the hobby was caught by many other modellers and some fine Adelaide based layouts were produced.

Business commitments saw Trevor step down from his organisational chair, but fortunately a few of his helpers continued the task of organising a bi-annual exhibition. Unfortunately the introduction of the Fringe Benefit Tax saw the end of sponsored layouts, so the new organisers were faced with a basically Adelaide based layout show. To organise the exhibition, a number of local clubs were invited to form a committee, with each club being responsible for various tasks of running the exhibition. Two conveners were appointed to oversee the organisation, Rob Burford from the South Australian Railway Modellers' Association and Peter Smith from the Adelaide Model Railway Society.

The efforts of these two conveners and the organising clubs resulted in a superb exhibition that saw over 25,000 people through the doors as paying customers. Not only did the general public benefit from a good exhibition, but so did Channel Ten's Christmas Appeal and all the clubs represented on the organising committee

The three day exhibition, held over the weekend of October 10, 11 an 12, was conducted in a hall on the docks of Port Adelaide. Now for those who do not know Adelaide, this part of town was once very similar to the waterside at Woolloomoolloo, Port Melbourne, Fremantle or Brisbane's pre Expo area. However, with the upcoming 200th anniversary or N.S.W. money is being spent restoring the historical areas of Port Adelaide, and it will quickly rival the revitalised Fremantle, or the Rocks area in Sydney. The refurbished stone buildings in Port Adelaide are sufficient reason alone, to travel to the Port, let alone a good model railway exhibition.

Number 1 Shed in which the exhibition was held takes some describing. It was surrounded by some other interesting displays, including a steam tug-boat, but the shed itself was a corrugated iron sided structure that was once used to store cargo passing

# ADELAIDE - 1987

**Bob Gallagher** 

through the Port. The shed has been repainted, and no doubt in time the steel frame will be hidden from view with lining. New mercury discharge lighting has been fitted and this did enhance all of the displays, especially those that did not provide any additional lighting. The floor of the hall was covered with bitumen that had obviously been applied over the uneven landform without any consideration for levelling. Despite this obstacle, all layouts were running without any obvious problems caused by the unevenness of the floor.

Of the 39 displays, only two did not come from Adelaide: Gerry Hopkins' Franklin County (featured in the last issue of A.M.R.M.) and the V/Line display from the boys of the Corio Model Railway Club. The displays were wide and varied and impossible to individually list in this coverage. Some, however, were of special interest and deserve mention.

The new display by the South Australian Railway Modellers' Association featured a wide range of rolling stock including American and Australian prototype. One such train featured a large number of the intermodal wagons, complete with detailed road trailers, all in correct colours and markings. Eastern state railways have not seen the likes of these wagons — triple deck car carriers or the two deck container loads. The viewing public at Adelaide were treated to a model display of modern day railways in the centre of Australia.

'Peafall Ayott' is a Protofour layout of the usual terminus-fiddle yard/traverser configuration. The prototypical operation of this layout was a constant crowd pleaser.

A new layout from a very fine 'young' modeller was Gavin Thrum's S.A.R. layout. Based on Terowrie, a rail-way town a shade south of Peterborough, the layout featured HO and HOn3 trackwork. The layout featured some very fine steam era modelling with only a few diesels on the broad gauge, while running on the narrow gauge was a very finely detailed model of the S.A.R. 2-8-0 T class. The layout was not complete but it was a very fine representation of Australian prototype modelling.

The task of entertaining the younger members of the public was taken on deliberately by a number of layouts. John Page with the HO scale Billabong, challenging the young to pick the novel detail items; Ron Carter with his N scale double track layout; Paul McKinnon's U-Drive layout where the drivers were challenged to

knock the bobbing giraffe's head off on the bridgework; and Stan Filsel's operational layout. Stan's objective of illustrating that train operation is more than running trains in circles was obviously well received, and not only by the younger members of the public.

Not having a 100' tape measure on hand, it was not possible to accurately measure Don Moyse's Morvale Plains HO scale layout ... but it was very loong. Having this length to play with, Don was running some very prototypical trains, especially the concentrate train. Modern Australian National running was the order of the day and one loco that featured was the rebuilt 970 class diesel. Scenic features abounded on this display including some scale size pigeons and a couple of trees full of galahs.

There were plenty of other displays, including the superbly detailed 'Die Kurbadtaleisenbahn' from the Geelong Grammar M.R.S., photo displays by Murray Billett and Allan Lewis, displays by Australian National including a half cab display of the new DL class diesel, LGB by Alistar Whibley and Bruce Whitmore, an extensive N scale display by the South Australian N Gauge Society, Marklin by the Marklin Club of S.A., plus, plus, plus. Trade stands were provided for by Graham's Corner of Mt. Barker and The Hobby Shop of Adelaide. Enthusiasts' displays were supplied by the Pichi Richi Preservation Society and the Mile End Museum.

The Refreshment stand catered for the inner man with rail videos being supplied as an entertainment. A section of the refreshment stand was licensed and provided a special ale to accompany the hot or cold food. On the Sunday evening, all participants were invited to an evening meal and the presentation of the awards. This was a very social function, where individuals from various layouts could meet each other and discuss various subjects. Unfortunately, this is never possible during the exhibition period.

A question often asked about this exhibition, 'Is it as good as Sydney/Brisbane/Melbourne?', is not easy to answer for each has its own characteristic. Adelaide in 1987 will be long remembered as a superb show. There is little doubt that many of the 25,000 patrons will remember that, despite 20' passageways, it was rather packed at times. There is also little doubt that all enjoyed themselves, even the little old ladies that were clearly on an afternoon's outing together, and not accompanying a grandchild.

Well done Adelaide! We all look forward to 1989. ■

# THIRLMERE — 1987

**Bob Cooke** 

Having already visited the Sydney Model Railway Exhibition at Liverpool (which was very good this year) before lunch on Sunday, 4 October, I called in at the 12 inches to the foot gauge live steam display at Thirlmere, South of Picton, NSW, whilst on the way to view the 1987 Bowral Model Railway Exhibition.

As has long been the case in past years at Thirlmere on the Sunday and Monday of the October long weekend, the display of the NSWR 'big stuff' in 4'-81/2 gauge is always most pleasing. I looked over prototypes of the NSWR C30 and C30T class, C36 and D59 classes, followed by a look through the small exhibits hall, which featured a working N gauge layout, NSW Railway memorabilia and many 'juicy' collectables. With mouth watering, I was just about to quietly slip a 3' high 12 inches to the foot scale Holland and MacKenzie signal post finial (that pointy thing on the top of a signal) into my little green plastic lunch bag, when I bumped into a number of other railway enthusiast 'crackpots' who seem to keep following me around from place to place. Foiled again!! or maybe they were there for the same reason I was?? Nevertheless, both locos 3001 and 5910 in gloss black livery with light weathering and big Kadee couplers on 5910 were 'in steam' and presented well for photography and rides down the hill to Picton Village. Too bad about the signal post finial; I'll be sure to bring a bigger lunch bag next year!! I forgot to mention that there is an entrance fee for nonmembers of the Terrific Thirlmere Train Temple which won't break you, as a visit to such a place of worship is well worth it.

# 1987 MARKLIN EXHIBITION

by Chris Hosford

The Marklin Modellers of Sydney Club held its first Exhibition/Sale in Liverpool Hospital Hall over 5/6 September 1987. Although small in size, as a first-time exhibition by this newly formed Club, the public were treated to a display of layouts ranging from Z gauge to Gauge One, static stall displays, as well as three well-organised second-hand stalls.

Despite the fact that the Club's own exhibition layout has not reached the display stage, five operator layouts were on show. The largest and most impressive was the debut of Les and Dawn Goldie's Gauge One Layout, which saw 20 trains moving around an 80' mainline. This layout is not yet completed and should be even more impressive on its next outing.

Ervin Haga's HO layout, built in the shadow box format, showed what could be achieved using this method, while the Club's own Z gauge coffee-table layout showed how much could be fitted into so little!

The Hills Model Railway Club kept the 2 rail/12 volt flag flying with its fine HO and N gauge layouts. As well

as the operator layout, two display cases of rare and old Marklin Models loaned by Club members, were featured at the exhibition.

Advertised as an Exhibition/Sale, to this end there were three second-hand stalls in attendance. The Club itself ran a 'Bring-and-Buy' stand which catered for all model railway tastes, with the Club taking a modest fee for selling individuals' items. Two other stands catered more specifically for Marklin Modellers, with much stock to choose from. A method of sealing every purchase from every stand was used to effectively stop any items 'disappearing'. A refreshment stand was also in operation, serving both hot and cold food.

Overall, the Exhibition/Sale seemed to function quite satisfactorily. Plenty of space between layouts allowed easy movements throughout the hall, with clearly defined entry and exit points. The Club has indicated that a bigger and better Exhibition/Sale is already in the planning stages for next year.

The Sunbury Model Railway Exhibition is the major activity of the Sunbury Model Railway Club Inc. and was held over the weekend of October 24 and 25 in the Sunbury Memorial Hall complex. In essence, the exhibition was a complete club effort with only a small participation by an outside club.

Even on the surface, this was no small task. There were ten layouts — two Australian, two American, one British and three European, plus LGB, a U Drive and live steam — and all except three displays were from a single club. It must be some kind of record. Added to this there was a modelling display, a display of models, a second hand stall, and a well stocked canteen plus three trade stands and a display by V/Line, a feature of many Victorian model railway exhibitions.

Sunbury is a small country flavoured town on the outskirts of Melbourne, and by Telecom recognition is a suburb of Melbourne. Sunbury is on the main railway line to Bendigo and before rationalisation by V/Line, had a very interesting railway scene — it is surprising that no-one has ever based a layout on it. The Sunbury club has a membership of around 30 members, some drawn from Melbourne but most from the surrounding area. The club has clubrooms within the area and the exhibition is used to provided the funds needed to further the growth of the club and its members.

Now, to the exhibition, which was held in a timber floored hall that did not provide the best lighting, making individual layout lighting essential. The N scale layout on display was built by Roy Hill for the club and featured a combination of European and British models. Titled 'Emu Plains' the layout was mainly agricultural but had a coal mine which supplied the basis of the rail traffic. The layout was large and ran realistic length trains which was a main feature of the layout.

The European layouts were displayed by Geoff Watt and the Geelong Grammar Model Railway Society. Geoff's layout 'Geldberg' is a large display of a fictitious town on the border of Austria and Bavaria. Centenary featured extensively and the layout was well sceniced. A feature of Geldberg, located at the base of the Alps, was a hydro-electric power station. The special effects in this building were interesting. The vertical turbines turned, the control panel was lit up, and welding flash occasionally came from the maintenance crew.

'Die Kurbadtaleisenbahn' (commonly called Baden Baden) was on display for the second time in three weeks, the layout having recently completed a stint at the Adelaide exhibition. On this layout the boys from

# **SUNBURY - 1987**

#### **Bob Gallagher**

Geelong have spent many hours making plastic kits look like high quality scratch built structures. The attention to detail on this layout has to be seen to be believed and includes a busy town scene, music shell (and music) and a castle which has exterior and interior effects. The outside scene features a group of adventurous mountain climbers trying to master the cliff face below the castle. The interior detail, which is viewed through a glass fronted cutout under the castle, features a number of limestone cave scenes. Of course there is a railway on the display, and it featured models that have been detailed with weathering, which again removed the proprietary plastic appearance. This layout has been built to a very high standard but is soon due for demolition. Fortunately, the structures are to be used on a new layout.

Roy Hill teamed with Kevin Schultz to build 'Crosby Stephen', a large British layout that featured a fictitious Midland Railway town in the Pennines. Being a large layout, it differed from almost every other British layout currently on the exhibition scene in that it featured realistically long trains. To the operators' credit the trains were changed after a single circuit of the display, giving the viewing public an opportunity to see mainline British modelling. Which included many double headed trains which were very appealing, especially when travelling over the curved stone bridge.

Laurie Green displayed two layouts and had a hand in almost every other Sunbury club layout. Laurie is a superb structure builder, and obviously quite prolific. His main display was the 6.7 metre by 915mm 'Animas Canyon' which featured Denver and Rio Grande Western in HOn3 scale. This display featured the canyon which is in the Colorado Rocky Mountains, 20 miles above Durango, as well as the Animas river, including two water falls and a town scene. The highly detailed town scene and the attention to detail on the scenery were the features of this very interesting layout.

Laurie's other display was the Sn2 scale 'Vardon Gorge' which was an exercise in ultra narrow gauge. The 1.8 metre x 686mm diorama featured a continuous loop below the mountain and a single track on the mountain side. The track and rolling gear are HOn2½ while the models and scenery are very highly detailed. This was a enjoyable interlude in a busy exhibition.

The L.G.B. Association featured a Gauge 1 display that took up the complete stage of the small hall. This layout featured many structures that, due to their size, had to be assembled on site. Full size building workers could learn a lesson or two from these modellers.

Terry Dunstan based 'Powell Junction' on the Victorian timber town of Powelltown. This neat 3 x 1.5 metre HOn2½ layout featured some very interesting scenery and delightful operational opportunities. Most of the models and structures on Powell Junction have been scratchbuilt over a very short period, and gave a clear indication of how rewarding this aspect of the hobby can be.

For many, the feature layout of the display was John Hill's 'Kyneton & Taradale Viaduct' HO scale layout. John openly acknowledges Laurie Green's participation in this 7.32 metre long layout which was based on the Kyneton railway scene and the Taradale viaduct, both of which are on the dual tracked Melbourne — Bendigo line. (For the uninformed non-Victorians this is the third model based on this line, Malmsbury and Woodend being the other two.) Kyneton features a very interesting track design which facilitates the use of prototypically long trains — V.R. of course. The highlights of this display included the viaduct and the superb bluestone building on the layout.

The trade were represented by Phil Phillips of P.J.P Productions and Mal, John and Rex from Box Car Hobbies. Both gave the visiting public and modellers an opportunity to purchase products for their layouts. The second-hand stall gave the attentive modeller the opportunity to obtain a bargain or two.

The modelling display featured some exquisite modelling from the Sunbury and Corio Model Railway Club members. Models on display included Harris cars, an N class locomotive, V.R. signals, and and extensive collection of V.R. Way and Works wagons.

Overall the exhibition was very entertaining and the organisers and club members are justly right in being proud of their efforts. AMRM readers will soon see some of the displays from this exhibition as three articles have been supplied on layouts on show at Sunbury.

# SO WHO NEEDS A 'MIKE' ANYWAY?

#### by Jim Grant

The short answer is "don't we all?".

For those who can't, or don't want to, spend money (a lot of dollars) but are prepared to spend time (a few hours) the following may be of interest.

This describes construction of a gauge, capable of measuring, with reasonable accuracy, the smaller drills and wires we use in modelling, in this case from 0.020" — 0.080" (20-80 thou.). The principle can be adapted for metric units. Essentially, it consists of two rigid straightedges, spaced to form a wedge, with a scale along one edge. (See diagram.)

I used two lengths of  $\frac{1}{8}$ " (3mm) x  $\frac{1}{8}$ " (3mm) brass angle for the straightedges, each trued on one side by rubbing on fine wet and dry paper placed on a sheet of plate glass. The scale used was cut from a 30/60 degree set square (25 cents at the local newsagent).

Two holes were drilled in a piece of dressed timber, one with a No.72 drill at the 25 mark, the second with a No.50 drill at the 70 mark.

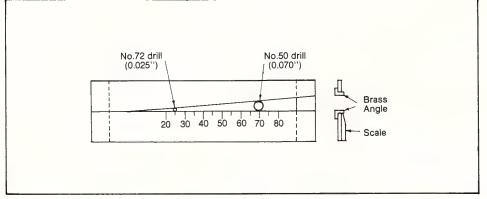
The drill shanks were inserted in the holes and the ground edges of the brass angle firmly

pressed against the opposite sides of the drills, and permanently positioned by soldering a short length of brass wire at either end.

This assembly was then cemented to strips of plastic - I used 1" (25mm) x  $\frac{1}{16}$ " (1.6mm) - to prevent the 'wedge' spreading. All that re-

mains is to place the gauge back onto the drills and 'calibrate' it by positioning the scale.

There is a rumour around that I'm to be awarded a 'gong' in the next New Years Honours — for re-inventing the knitting needle gauge.





# MODELLING the N.Z.R. in 9mm SCALE

by Terry Bradley and Paul Berntsen



The Government Railways of New Zealand (NZR) are 3'6" gauge. This means that the adaption of overseas modelling scales is difficult. There is virtually no modelling of the NZR done in either 3.5mm or 4mm scales. The most popular scale for NZR modelling is  $\frac{3}{16}$ " scale on 16.5mm track (Sn3½). This gives an equivalent size to the two popular overseas scales, 3.5 and 4mm, and also uses their track.

Over the last 12-14 years there has emerged a scale for the modeller who hankers after the glory of the old O gauge. This we call 9mm scale (9mm:1ft), popularly known as 9 mill. We use 32mm gauge track; this represents 3'6" with an error of less than 1.5%. The proportion is 1:33.87.

The suggestion that 9 mill. would be a correct scale for 32mm track, to represent the 3'6" gauge, had been mentioned in overseas magazines in the 1940s and was arrived at in-

Top: Late afternoon on Don Weston's garden railway as the express hurries past headed by an Ab class Pacific. Don's outdoor scene is the only attempt, so far, to take the fine scale 9 mill. to the garden. (It would be fair to say that in creating this railway, Don has got his rocks off.) The track has wooden sleepers, home moulded plastic chairs and glued ballast. The coaches are plasticard, handbuilt by John Gardener. (You know, the one with the hat.) Photo by Don Weston.

Left: The handsome Baldwin import of 1898 is a Wb class tank loco on Warren Stirling's Hikurangi Railway. The coaches are polyester castings and the baker's van has been built from an Airfix 1:32 scale Model T car kitset. An 0-4-2 C class saddle tank loco shunts in the foreground. Photo by Terry Bradley.

Australian MODEL RAILWAY Magazine. December 1987. Page 25.







Page 26. Australian MODITL RAILWAY Magazine. December 1987.

A works train crosses the Omoto Viaduct on Jack Raffills' West Coast Railway. It includes an unusual watertank wagon built by Jack from prototype measurements. Photo by Don Weston.

dependently by several people in NZ. The principal force behind its modern emergence has been Bob McCully of Christchurch.

From a modest beginning of three people . . memories of crouching on Paul's workshop floor, trying to print 9 mill, scale plans in a very improvised darkroom . . . there are now about 50 modellers working in the scale. Unfortunately, these modellers are spread over the length and breadth of New Zealand, a country of two main islands totalling over 1000 miles in length, 1200 miles to the east of Australia, with a population of only 3.5 million, so communication is awkward. 9 mill. activities are centred in Auckland in the North Island and Christchurch in the South Island. We have gatherings about once a year in one of the main centres and Bob McCully produces a newsletter, 'Blowdown', on a semi-regular basis.

In the beginning, most mass production was done with polyester casting resins in (room temperature vulcanising) RTV moulds. This has now developed into a range of parts for wagons and locos, in both lost-wax cast brass and white metal castings. All of those who have made patterns for metal casting have contributed them to a Co-operative, which is administered by a committee now based in Christchurch. Members can purchase parts on a cost plus basis.

In the early days Paul built a number of locos commercially for others, thereby solving the motive power problem. He still builds in this scale and a recent production run of 0-6-0 diesel shunting locos involved eight units with subtle variations.

As more skilled loco builders have made the change to 9 mill. some very fine locos have been built with appropriate contest success.

Models built in the early '70s were almost completely hand-made, using traditional brass construction, with lost-wax cast brass drivers, turned fittings and any open-frame motors available of suitable size.

'80s technology such as Sagami can motors, injection moulded wheels and form tool turned tyres, together with a range of cast fittings, has made the loco builders' task a lot easier.

Typical loco construction may include 'split axle' current collection for tank locos and equalisation rather than springing is becoming popular. We have a lost-wax cast gearbox casing and this is used to good effect in a torque-arm motor mounting.

In 1981 Paul's company released a kit set for an F class 0-6-0 saddle tank. Its construction followed British practice for the time with brass etched frames and cab, white metal stack, dome, footplates, tanks etc. and lostwax brass parts such as crossheads and guides, check valves etc. The kit set proved very popular with just over 50 units sold.

Centre: La 10813 has a polyester cast body with brass strip inserted into the RTV mould to reinforce the angle-irons. The underframe is from white metal castings. Built by Paul Berntsen from patterns by Terry Bradley, this wagon has been lettered and numbered using a photo-etched stencil and an air brush. Photo by Paul Berntsen.

Left: These coal bins are built from a West Coast prototype and will actually grade and dump coal into the wagons. Modelling by Jack Raffills. Photo by Don Weston.



A typical West Coast, South Island, scene on Jack Raffills' railway. Jack's love of weathering is evident in the treatment he has applied to the wagons and beam bridge. The wagon bodies were used for river bank protection. Photo by Don Weston.

Jack Raffills has captured a typical rural scene with a Wf loco and train drifting over a road crossing. The right-of-way is protected by cattle stops. Photo by Don Weston.





Fine modelling by Jack Raffills. Jack has a talent for using natural mosses and lichens for his scenic work. He also weathers his wagons using coloured photographs as a guide. Photo by Don Weston.

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Terry Bradley has been a 9 mill. modeller for 15 years. His interest is modelling the NZR in the period 1950-1970. Terry's main interest is loco construction making patterns for kit sets. He is currently the President of The New Zealand Railway Guild Inc.

Paul Berntsen has modelled NZR in 9 mill. scale for the last 16 years. The 'turn of the century' is the era he is most interested in and his railway has a cut-off date of 1910. Paul is a professional model maker and runs The Model Company which manufacturers models for the domestic and overseas markets.

A fine example of the ubiquitous F class loco built by Don Weston. The F is the only loco kit set so far in 9 mill. The loco is on Bob McCully's layout. Photo by Don Weston.

The future for loco kits looks quite healthy, with a diesel shunter/branch line loco in the planning stages.

An initial problem in the construction of rollingstock was the availability of wheelsets: American ones being too small in diameter (prototype size being 2'6", 22.5mm in 9 mill.) and British ones not generally available. This problem was solved by a local manufacturer producing all four styles of wagon and car wheels with injection moulded centres and plated brass tyres.

The NZR has always used four-wheeled goods wagons and these are still being built. Bogie goods stock has been in the minority but is increasing now with the advent of higher speed running and higher volumes of container traffic.

We have a system of white metal underframes, built by Terry, with separate interchangeable parts and these have been added to by others so we have a complete underframe system. Bogies are not so well catered for yet but these are being worked on.

Terry and Paul have made patterns for white metal wagon kit sets and the Co-op has produced two craftsman type kits of wood/metal construction.

Coaches have been built using both polyester castings and handbuilt in styrene.

There are but four scenic layouts under construction at present, space requirements being the major factor limiting builders. The minimum radius curve is 4' and the minimum turnout angle 1:5. This will accommodate smaller tank and tender locos and cars up to 44'. Curves of 6' radius and 1:6 turnouts will allow for Pacifics and any rollingstock, but for the eight-coupled locos a radius of 10' is required along with at least 1:8 turnouts.

The layouts being built so far are similar in

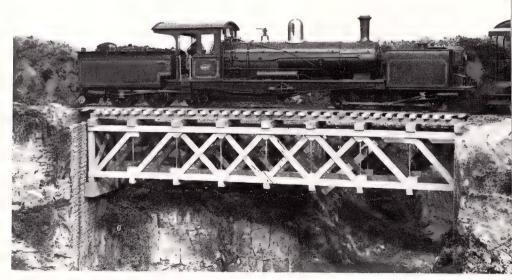
size and concept, being very definitely narrow gauge as well as being short lines. They are all in rooms approximately 20' x 15'. Rail used is code 100 and 125. Tracklaying methods include spiking to wooden sleepers and all soldered construction on (printed circuit) PC board

Scenery follows traditional methods but keeps up-to-date with modern techniques such as rock moulding and ground foam foliage. These methods need to be adapted to the New Zealand temperate rain forest and bush

with its distinctive fern and tree life.

Road vehicles are well catered for with 1:32 and 1:35 plastic kits from both the US and Britain. Figures are easily obtained from those same sources. The white metal figures from Britain are of very high quality and are ideal for period purposes.

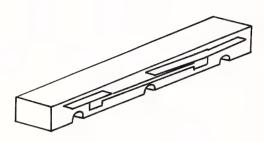
9 mill. is a concept and a scale that will grow in future. Its adherents are modelling periods of NZR from the 1880s to the present day and the supply of fine parts to model in this scale is on the increase month by month.



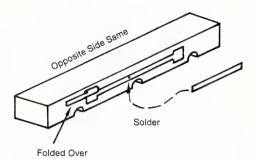
The 9 mil. scale also gives scope for freelance modelling. Paul's Korero Railway was short of heavy power for the coal traffic, so he put two F (0-6-0) Class underfames and a spare Wb boiler together to produce garrett No.444, pictured above on tourist passenger working. Photograph by Bob Gallagher.

# A SIMPLE MODIFICATION FOR THE TRAX 48

by Garry Kahler



**AS PURCHASED** 



AS CONVERTED

When I purchased my two Trax 48 class locomotives, I was greatly impressed with the standard of the body moulding. However, when I put them on the tracks, the resultant operation was disappointing. They would not haul trains of much more than 500 gram each and then only in a forward direction. They would only just run 'light engine' backwards, let alone haul a train, and when coupled together one unit would slip like crazy while the other would hardly move. After much slipping they would eventually move off on almost full throttle. And the noise! The poor motors were screaming!

I decided that this was completely unsatisfactory and being so disappointed with their performance, even after several hours of running, that I almost considered putting them on the disposal market. I took one more look at them to decide what to do when I noticed that the phosphor bronze pick-ups were on top of the wheel flange. I picked up a screwdriver and tested the spring tension of the pick-up strips. They sprang back like a spring bow. This then was the problem. The tension on the pick-ups was so strong that they were acting like brake shoes. In fact, the wheels would barely turn under the weight of the loco.

Having discovered the problem, I then had to find a way to overcome it. I pulled the cover off the base of the bogies by manipulating a screwdriver under the outer end lip, and then dropping the wheels out. By trial and error I soon worked out an answer to the problem. The pick-ups are of two lengths. The one for the inner or rear wheelset is shorter. The other one, being longer, sat over the centre and outer or forward sets. I simply cut one of the shorter strips down the middle. I then bent the strip over so that it would press against the inner face of the wheel. By cutting the length back and adjusting the pressure, I soon found that it could be made to lightly touch the back of the wheel and still have enough tension to maintain contact.

The opposite side was similarly treated. Then to the larger strips. By accident, I broke one of these pieces right off. So I split this one down the middle too, and soldered it to the centre of the bronze strip on the bogie frame, behind the centre wheel. I then cut it to length so that it would lightly contact the back of the leading wheel. I again adjusted the tension and left the centre wheels without pick-up. I made

sure that the centre wheels were running free. The opposite side was similarly treated and the wheels put back in place. In so doing I ensured that the wheels would all turn freely and that all four pick-ups were touching the back of the wheels. The bogie cover was then pushed back, with a little help with a screwdriver at the front end again, and the unit tested.

The difference in running was remarkable. On an initial light engine trial, I could not fault the engine and it was only drawing about 4 volts! I promptly set to and altered the second unit. With the first unit to follow, the conversion of the second unit took only 15 minutes. Then came the real test — on a train. I started with a 560 gram train and one unit. It ran like a charm on only half throttle!

The load was increased to 612 gram and still I could not fault it. Enthused with this result, I made up a larger train. This time I put 820 gram of train behind the two engines — one running forward and the other backward. They took off without one hint of trouble and ran three times around my layout before cruising to a perfect stop. I then reduced the load to 620 gram with the single engine in reverse. It ran perfectly! The noise level was greatly reduced and at no time did I need to push the control knob past halfway. Incidentally, my layout has grades of 1 in 80 and 1 in 100 on the mainline and 800 to 900mm radius curves.

I had solved the problem and the two 48s are back in my loco stable for good.

#### IN MEMORIAL

Jack Page passed away late in October, 1987. Eighty three year old Jack had been involved in the model railway hobby for over 50 years, being the foundation President of the Sydney Model Railway Society in 1936. Jack always has an encouraging word for the new enthusiast and was a source of encouragement for any local prototype modeller. Although not able to move about freely, Jack was still working on his O scale models, a few days before his death.

#### **QUICK TIP**

# White Decals on White Paper Problem

Michael Hicks

There seems to be a conspiracy among certain decal manufacturers to send all modellers blind. They insist on printing white decals on white paper. The worst case I have found so far is the 'LHO/LHY' set from Joe Casula.

The answer is simple. The following procedure will enable the decals to be used without the risk of blindness. This also adds a new meaning to the term 'Candy Colours'.

- Raid the pantry for the food colouring bottles; you may have to get permission from the boss to do this or you may know where to find them yourself.
- Locate a small, clean eye dropper. This
  is going into the bottle of food colour so
  make sure it's clean or buy your own
  bottle.
- There will be traces of colour around the decal so select a colour which will match the surface to which the decal will be applied, e.g. for NSW candy use red colouring.
- Using the eye dropper, place several drops of colouring onto the reverse side of the decal sheet, the idea being to cover the surface using the barest minimum of liquid.
- Turn over the decal sheet and you should now see the white decals clearly. Allow the sheet to dry sufficiently to permit cutting without tearing the decal film, and cut and apply the decals as per normal.

NOTE: Once the decal sheet has dried completely, the decals will be glued to the paper with food colouring. They will still be removable, but extra time and effort will be needed.



This photo illustrates the Bulk Store of J.Michelmore & Co. at Mackay, photographed in June 1965. On reflection and comparing the derived model with the original almost makes me want to go back and try again. Note the utility truck and general surrounding area.

All photos by Phil Jeffery.



Inspiration for the Kinlar Trading Coy; corrugated iron became horizontal boards, the whole building was raised up to a height more suitable for broad gauge vehicles. A sign for TNT is visible inside the building, which was in the process of getting an overal repaint.



# A TALE OF THREE BUILDINGS

At a recent Flinders Model Railway Society meeting, comment was made about the lack of industrial structured articles in A.M.R.M., so in the best of Goon Show traditions, let me tell you a tale . . .

It was back in the year 1965, whilst at Mackay during a three week exploration of Queensland, that a building was seen. Big deal, you say, there are lots of buildings in Queensland. Maybe, but this was a BUILDING! It had certain character to it AND it was alongside a railway track! A photograph had to be taken. Two other buildings were also located in the same area, so they were added to the file.

Many years later I had need of some low relief structures along an industrial siding. So those three portraits were dug out and examined

One problem with slides is that they are difficult to work from in the dark. However, they can be projected onto a screen giving an image of any desired size. I use sheets of drawing paper taped to a vertically tilted table as a screen. Position the screen so that the image is double HO scale, then pencil in the size and position of essential features. Working double size helps by keeping the screen further from the projector, and results in a drawing which is easier to work on. Being larger, half millimetres become millimetres etc. From this sketch, required omissions and compressions can be worked out, whilst still retaining the character of the original. I didn't use this technique when developing these buildings, as is evidenced by the marked differences between the original and the models!

#### **Building One**

'Drawing in the dark', and the available space, led to the dimensions shown in Diag.1.

A quick rummage through the wooden box came up with sufficient Austral Modelcraft weatherboard for the front and sides, and enough of another type for the back.

The front wall was cut out and all of the required openings made. The window being used came from a long since forgotten Airfix kit, so care had to be taken to make sure that the correct sized hole was made.

The back wall was cut out to the same basic shape as the front one, but without any openings. This meant the scribing ended up on the inside of the building. Remember that I was building a low relief structure, so this didn't matter. If you are building a full structure, you will have to make the back as a mirror image of the front.



by Phil Jeffery

Side walls were cut out of the weatherboard stock, and at the same time a wall to go between the main part of the building and the drive-in annex.

Another rummage through the wood box produced some  $\frac{1}{8}$ " balsa. A floor for the main building was cut from this, along with some strips roughly square, to be used as internal bracing.

Corner braces were cut and glued to the end and dividing walls, along with some small blocks on the back wall to support the floor. Note that the corner braces on the main building have to allow for the floor, which will fit under the front wall.

The five walls and the floor were then all glued together. If the bracing blocks have been put in the correct places, this should be easy, otherwise you may need four or five hands to hold everything in place until the glue takes over.

A spot of painting came next. All of the inside walls and the floor were treated to a coat of matt black. This hopefully will convince viewers that the building is deeper than it really is

ers that the building is deeper than it really is. Stripwood 0.010" x  $\frac{1}{16}$ " was used for all of the door and corner trim. Cut and fit for each door opening and glue in place. Do likewise for each of the front corners. I used two pieces for each corner. Put the pieces on the sides first, then overlap the pieces on the front.

The opening below the main building was originally finished off with  $V_{16}$ " square stripwood for stumps and lengths of N scale lattice fencing for the trim. Over the years this has come adrift, and now this area is filled in with balsa.

Once the structural detail on the outside of the entire building was complete, and before starting the roof, the front and side walls were painted. I used Floquil Mud for the main colour of the walls, with Rust for the trim. The back wall was left unpainted, which saved both time and paint!

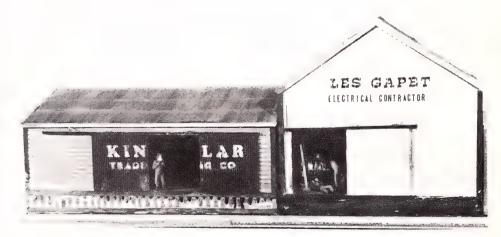
The paint's dry? On with the roof. Stripwood was used to support the Campbell's corrugated iron which I had. Use  $\frac{1}{6}$ " x  $\frac{1}{16}$ " for the ridge and gully beams and also the rafters. 010" x  $\frac{1}{2}$ 2" is used for the stringers. This is a guess at the appropriate sizes, as I am not sure of the actual pieces used, and I am definitely NOT going to peel off the iron to find out!! If you don't have the sizes mentioned on hand, ad lib with whatever you have.

Having put on the iron, add capping and eave strips from typing paper. Paint the paper silver before weathering.

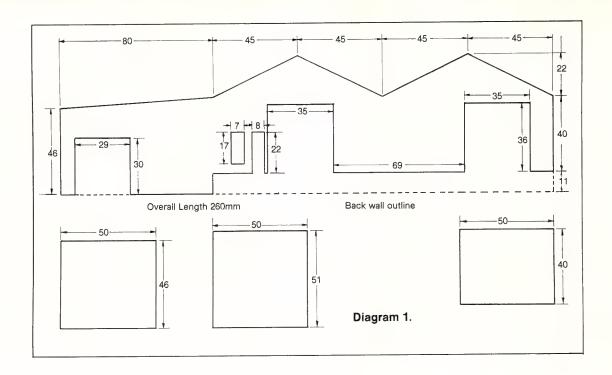
Heaps of modeller's licence was used on the model of the building occupied by James Croker & Sons! The door was swapped from one side to the other in the front wall, door runners on the outside of the building, even the height has been altered. The river in the background may help our Queensland readers identify the location of the buildings. There is still some evidence of some signwork on the apex of the structure.

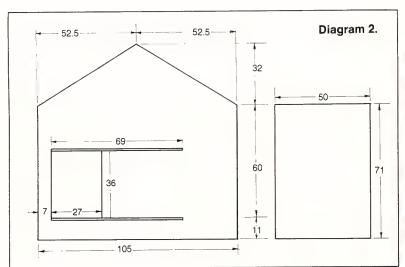


The similarities to the Michelmore building are there but that's all. Note how the black interior hides the fact that the building is shallow in depth. I really must fix that roof capping which has been 'rust-ed' away by the silverfish.



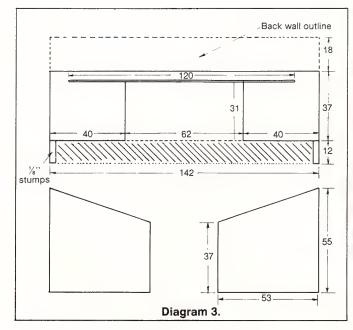
The Gapet building shows the heavy compression used when adapting the original. Kinlar Trading is my rendition of the TNT building; it really needs to have spouting and downpipes added. The white 'tide' marks on the buildings are the result of one of many layout installations, and will be cleaned off before they go into place next time around.

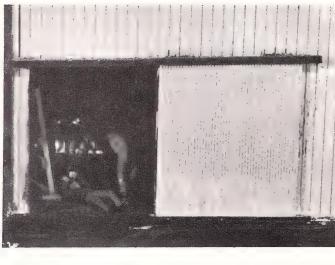






These two photographs illustrate some of the interior detail that adds life to the buildings.





Page 32. Australian MODEL RAILWAY Magazine. December 1987.



The group of structures that have been modelled from the subject of this article. The models are clearly mounted on a section of timber, facilitating easy placement on, and removal from the layout.

The appendage on the roof is a cyclone scrounged from an N scale timber mill. I am not sure what its function is supposed to be, but it breaks up the bare look of the roof

The trackside canopy is another afterthought, and looks like it. A piece of 1/16' sheetwood cut to size with corrugated iron glued on. Engineers will probably tell me that this type of structure is impossible, but it is just the right width so that when unloading is being done on a wet day, the rain will drip down the necks of any slow-moving staff.

Weather your new structure to taste. After doing all of that, I decided to add lighting. Some 16 volt panel globes were available, so suitably sized holes were drilled in the back of the building above the door openings. The globes were pushed in, and some wire sol-

dered on.

Having completed the building, it now needs an owner and a purpose, before the final details can be put in place.

My first encounter with modelling Victorian Railways was at the home of Russ Siddall. This name should be known to readers in possession of 1960s AMRMs. By transporting the first letter of each name I got Suss Riddall. It did not take much more in the way of mental gymnastics to come up with the Riddall Sausage Coy.

The Riddall Sausage Coy. specialises in sausages and other types of smallgoods. There are no slaughtering facilities here so the meat has to be brought in from elsewhere. The piece which has been modelled is the arrival and despatch area. Areas which the Health Department requires to be neat and clean are out the back somewhere. A few workers with assorted barrels, crates and bags of whatever were placed in the storeroom area. The toff with the bowler hat is the manager, not the owner. A Budgie Toys Bedford tipper is located in the road access doorway to accept leftover bits for disposal.

Typical rail traffic for Riddall would be:

#### Inward

- animal carcases in specially equipped T vans. Meat hooks are needed, an excuse for using VIMA and TANCRED lettered vans!
- meal and other ingredients in U vans
- packaging for finished products in U vans
- lubricants and fuel for machinery in IA or GY (with tarpaulins).

#### Outwards

finished products in U or T vans. T vans with meathooks are not to be used.

#### **Building Two**

The layout and dimensions of this building are shown in Diag.2.

Construction used the same basic techniques which were used for the first building. The main differences were the use of  $\frac{3}{32}$ scribed North Eastern wood, used vertically, for the main walls.

The door is a piece of 1/32" scribed wood, 36mm high x 27mm wide. Its guides are two pieces of  $\frac{1}{8}$ " channel each 69mm long. This means that the door will actually open and close.

More of the  $^3\!\!/_3$ 2'' scribed wood was used for the floor. Scrap balsa built up into a box formed the totally enclosed foundations.

 $\frac{1}{16}$ " by .010" stripwood was used for all door and wall corner trim.

A name for building two? F.M.R.S. had in its ranks a member who worked for the State Electricity Commission, an anagram of his name being Gapet. Now I know that the easiest way to interrupt an electrical current is to introduced a gap! Hence the name and occupation.

The main colour for the building is yellow, because it is a shocking colour to paint any structure. Yes, the pun WAS intended. Black trim made a nice contrast and looked the colour of burnt wire!

Figures are Merten motor mechanics. The machine being worked on is the remains of the engine of a 1/32nd scale helicopter, in a stripwood frame.

I really must see about complaining to the boss, those two 'workers' have been trying to fix that same piece of equipment for more than ten years!

Traffic for Gapet could be:

#### Inward

- things to be fixed in GY/IA wagons (tarped of course) or U vans
- wire, spare parts and other small parts in U

#### Outward

- the 'fixed' things in the same type of vehicle in which they arrived
- scrap bits left over from repairs/ buildings etc. in GY/IA (definitely tarped to cover the mistakes!)

#### **Building Three**

Diag.3 shows the layout. Materials used were the same as for building two.

Planking was horizontal rather than vertical. Notice how this change of direction of the scribing can be used to emphasise a building's length or height.

Two doors of  $\frac{1}{32}$ " scribed sheetwood, each 32mm x 32mm were used. These are 'top hung' from a 120mm long strip of 3/32" I beam.

1/8" square stumps were placed under each corner of the building, to give some air space under the floor. This provides contrast to the solid foundations of the neighbouring building.

Bargeboard trim was made from 1/32" by 1/8 stripwood horizontals with 1/32" x 3/32" verticals.

Grey walls with dark green doors and trim was chosen to provide a suitable background for the white lettering.

The Kinlar Trading name is derived from yet another FMRS member's name. He works for a trading bank! The figure, from a Revel farmhouse kit, is eagerly awaiting the next inward shipment of goods as the building is completely empty.

Traffic for Kinlar is any general merchandise, so both inward and outward rail usage is any type of open or closed wagon.

I feel that these three buildings form an interesting group, with plenty of scope for shunting possibilities. They were fun to build and fun

# MORE ON **BOGIE BRAKE VANS** in NSW

by Allan F. Watson

I would like to confirm Paul Rogers' observations about codings used. (Article, Jun.86; letter, Aug.86.) The following comes from a set of statistics and other sources

Prior to 1922, bogie brake vans appear to have not been coded, being referred to as 'BBV'' (for 'Bogie Brake Van') in my statistics. In 1922 they were listed as 'BHG' OR 'LHG', depending on whether they have a lavatory or not. The 'LHG' statistics were further split into two groups: the 5t capacity 'old type' (the first of the to-be 'IHGs') and the 8t capacity 'new type' (the final LHG' type). The 11 'old type' 'LHGs () appear to have been built with lavatories, distinguishable by having two full end passenger compartments with lavatories between them, and the guard's lookout is in line with the bogie centre at the other end of the vehicle.

With the introduction of the 'SHG' type vans in the late 1920s and the fitting of lavatories to some 'BHGs' about the same time, the statistics became a bit ragged; the 'old type' went up by four vehicles, but the rest went into the 'new type - 8t' in spite of the fact that they all were only 5t capacity vehicles (well, you couldn't exactly call 75 brand new vehicles 'old type', could you?) This was fixed in 1930, when the statistics changed to show three 'LHG' groups, based on length. In September 1935 these groups became 'SHG', 'IHG' and 'LHG' (presumably for 'Short', 'Intermediate' and Long', referring to relative lengths.)

As for the 'BHGs' converted to (the later) 'IHG' type, there were at least two variations, depending on the placement of the lavatories: one has two half passenger compartments with lavatories between them, while the second type had a passageway between the otherwise full compartments with a lavatory built into the end of the goods compartment. Both conversions retained the guard's lookout at the end of the vehicle, as on the 'BHG' origi-

Just to confuse things, the 'BHG' code was re-used (the old 'BHG' having become extinct!) when some 'SHGs' were rebogied in the late 1960s. There was a drawing of this in AMRM No.34 (of some years ago).

Outline drawings of all types discussed appear in the State Rail Authority (N.S.W.) Archives publication on Goods Brake Vans.

# **MODEL RAILWAY CLUBS in AUSTRALIA**

## 1987 LISTING

Listed below are the Model Railway clubs active in Australia and seeking new members.

Intending new members should contact the club secretary or designated contact member for further details.

Clubs seeking listing within this column (which will be published yearly in the December issue) should send relevant details to 'Club Listing', SCR Publications, PO Box 4, Little Bay, 2036. To ensure details are current, listings will only be accepted between June 1 and the deadline of October 10, 1988.

#### NATIONAL ASSOCIATIONS

Australian Model Railway Association. Active branches in Victoria, N.S.W., Queensland and Western Australia. Membership includes Journal. Membership details to: Federal Registrar, 3 Augusta St., Strathfield. 2135

National Model Railroad Association — Australasian Region. Active in all states and New Zealand. Main interest is North American standard and narrow gauge but others welcome. Publishes a quarterly magazine the 'Main Line' and receives monthly magazine, the 'Bulletin' from the USA. Contact: John Saxon, PO Box 529, Epping. 2121. Ph. (02) 949 4767.

Southern Cross Model Railway Association. Contact: Bob Gallagher, PO Box 235, Matraville, 2036. Active branches in N.S.W., Victoria and Queensland. A bimonthly magazine (Australian Model Railway Magazine) and a quarterly newsletter is produced, along with standards and recommended practices to assist all modellers of all prototypes.

#### **AUSTRALIAN CAPITAL TERRITORY**

A.C.T. Model Railway Society Inc. Meetings 2nd Wednesday (7.45pm) and 2nd and 4th Saturday (1pm) of each month at ARHS Museum site, Cunningham St., Kingston. Secretary: Pat McQuin, PO Box 123, Kingston. 2604. Specialty: OO, HO, N and narrow gauge. All prototypes and periods.

Canberra Model Railway Club Inc. Meetings 1st and 3rd Wednesday of month at Canberra Railway Museum Club Rooms, Kingston, Secretary: Stephen O'Brien, 138 Nemerang Cres., Waramanga, 2611. Ph. (062) 88 3614. Specialty — HO & N scales in NSWGR, USA and Japanese prototypes.

#### **NEW SOUTH WALES**

Albury Wodonga Model Railway Club. Meetings every Tuesday (7.30pm) at Albury Police Citizens Youth Club, cnr Keene and Andrews St., Albury. Secretary: D. Britton Ph (060) 59 24447. Specialty: Club layout HO Australian but others welcome.

Albury Wodonga Rail Group. Monthly meetings at members' homes. Contact: Lloyd Batten, 60 Baranbale Way, Lavington. Ph. (060) 25 2151. Specialty: All railway topics including HO NSWR & VR.

Australian Model Railway Association, New South Wales Branch. Meetings 1st & 3rd Saturdays (2pm) plus 2nd & 4th Fridays (7,30pm) at the clubrooms, Chapel Lane, Rockdale, 2216. Ph. (02) 59 1899. Secretary: David Bennett, PO Box 194, Rockdale, 2216. Specialty: All scales and prototypes.

Berrima District Model Railway Club. Meetings 3rd Friday (7.30pm) of month at clubrooms, (upstairs) refreshment rooms, Moss Vale Station. Secretary: Peter McGuire, 'Warramaree', Nerang St., Bowral, 2576, Ph (048) 61 4032. Specialty: All welcome.

Central Coast Model Railway Club. Meets Fridays (8pm). Contact: G.M.Wotton, Ph (043) 28 1529. Specialty: HO – NSW, N – freelance.

Central West Railway Modellers' Association. Meets Fridays (7.30pm) at 97 William Street, Bathurst. Secretary: Graeme Thompson, PO Box 316, Bathurst. 2795. Specialty: HO and N scales of all nationalities.

Cowra Model Railway Club. Meeting 2nd Wednesday (7.30pm) at Converted MHO van adjacent to chargeman's office — Cowra Locomotive Depot. Secretary: Lawrance Ryan, 16 Shelley Street, Cowra, 2794. Ph. (063) 42 1906. Specialty: NSWR 1924 — 1985. (HO).

Dubbo Model Railway Club. Meetings every Saturday night (8pm) in club pavilion, Dubbo Showgrounds. Secretary: Jack Grant, PO Box 131, Dubbo, 2830. Ph. (068) 82 1341. Specialty: Australian, British and American in HO/OO and N scales. All welcome. Epping Model Railway Club Meetings at 8pm on Fri-

Epping Model Hailway Club Meetings at 8pm on Friday evenings (3 a month) in the Epping area. Contact: Trevor Moore, PO Box 317, Epping 2121. Ph. (02) 86 3522. Specialty: Club layouts, HO scale NSW prototype but other scales and prototypes welcome.

Goulburn and District Model Railway Club, Meetings

Friday evenings (7.15pm); seniors 1st and 3rd Wednesdays (7.30pm) at Police Citizens Youth Club, Avoca St., Goulburn. Secretary: M.Nethery, 33 Yarrowtow St., Goulburn, 2580. Ph. (048) 21 7063.

**Great Northern Railway Workshops.** Informal group modelling finescale NSWR and Great Northern (USA). Contact: Graham Bearman (043) 88 2416 or Ross Ferguson (062) 97 9692.

Hills Model Railway Society Inc. Meets Friday nights and 2nd Monday of month at Building 8, Balcombe Heights Community Buildings, off Seven Hills Rd., Baulkham Hills. Secretary: Roy Orton, PO Box 555, Castle Hill, 2154, Ph (02) 634 5079. Specialty: Layouts include OO, HO and N in both Australian and overseas prototypes.

Hornsby and District Model Engineers Society Co-Operative Ltd. Operates Galston Valley Railway at Mid Dural Rd., Galston. Secretary: Ian Lamont, 10 Young St., Mt. Kuring-gai, 2080. Ph (02) 457 9847. Specialty: Caters for 3½ and 5" gauge.

Illawarra Model Railway Association. Meetings every Monday evening at North Wollongong Police Citizens Boys Club. Contact: Norman Hodges, Ph (042) 61 3791. Specialty: OO/HO layout but all catered for.

Illawarra N-Gauge Model Railway Club Meetings every Monday night at members' homes. Contact: Ross Bryant (042) 83 3273. Specialty: N scale and modular layout.

Inverell and District Model Railway Club. Meetings last Monday of month (7.30pm). Contact: Warren Herbert, Copeton State Recreation Area, Private Mail Bag, via Inverell, 2360. Ph. (067) 23 6269. Specialty: NSW HO scale club layout under construction. All welcome.

L.G.B. Model Railway Club of Australia. Meetings 2nd Saturday of month. Secretary: Colin Everitt, 54 Somerville Road, Hornsby Heights, 2077. Ph. (02) 476 1912. Specialty: A family orientated club specialising in LGB oarden railways.

Lismore and District Model Railway Group. Meetings 2nd Monday (7.30pm) of month at Lismore Public School. Contact: Simon Payne, Ph. (066) 28 4312. Specialty: HO layout under construction. New members welcome.

Marklin Modellers of Sydney. Meetings last Friday (8pm) of month at Balcombe Heights Community Centre, Seven Hills Road, Baulkham Hills, Contact: Peter Zaglauer, PO Box 236, Castle Hill, 2154. Ph. (02) 750 7062. Specialty: 3 rail, AC. Building HO & Z scale layouts

Model Railway/Railroad Nosh Club Irregular meetings. Contact: Pat Burke, 2 George St., Barnsley, 2301. Ph (049) 53 2260. Specialty: Eating, drinking, talking — N to O scales.

Model Traction Association. Meetings first Friday of month at 8pm. Secretary: Arthur Perry, 241 Carlingford Road, Carlingford. 2118. Ph. (02) 871 8393 or (02) 85 3303. Specialty: Electric Traction and Tramway modelling worldwide.

Newcastle Model Railway Club. Meetings first Monday of the month (7.30pm) at Uniting Church Hall, Queens Ave., Cardiff. Running nights twice monthly — Saturdays (1pm) Secretary: Geoff Horne, Box 317 PO, Cardiff, 2285. (049) 54 7632 or (049) 46 8719. Specialty: Club layouts — HO & N. Club library.

New South Wales Modellers' Group. An N scale group modelling N.S.W.G.R. Membership by invitation. Contact: Peter Kirkbride, PO box 296, Auburn, 2144. Ph (02) 647 2483.

North Shore Railway Modellers' Association. Meetings 2nd Friday of month at 8pm. Secretary: Ron Smith. (02) 451 7593. Specialty: All interests from N to O oauce. Tinolate catered for.

N.M.R.A. Australasian Region. Regular meetings in the Sydney area. Contact: Bruce Lovett, 26 Blaxland Street, West Killara. Ph. (02) 498 4659.

Orange Ex Service Model Railway Club. Meets 1st, 3rd and 5th Fridays (7.30pm) at clubrooms, Orange Ex Service Club, Anson St., Orange. Secretary: Kerry Lawton, 14/9 Amangu Close, Orange, 2800, Ph (063) 62 9333. Specialty: HO and N scales.

Peninsula (Uniting Church) Model Railway Club. Meets 1st and 3rd Thursday of month (8pm). Contact: Stan (043) 41 3726 or Harry (043) 42 3267. Specialty: HO and N, all prototypes.

Southern Cross Model Railway Association — Eastern Division. Meetings on 2nd Saturday of month at members' homes. Contact: George Giraldi. Ph. (02) 603 3117. Specialty — All scales and prototypes welcome.

Sydney Model Railway Society. Meetings every Mon-

day at 7.30pm at clubrooms on Arncliffe Railway Station. Secretary: Dennis Sherring. Ph. (02) 579 4664. Specialty: HO scale, mainly Australian.

Sydney N Scale Model Railway Club. Meetings every Saturday from 12 noon at 129 Ramsgate Rd., Ramsgate. Secretary: Les Jeffery, PO Box 26, Ramsgate. 2217. Ph. (02) 484 2546. Specialty: N scale only.

Sydney Society of Model Engineers. Meetings 1st Friday of month (8pm) in clubhouse at Model Park, R53 Luddenham Road, St. Marys. 2760. Contact: Paul Crollick. Ph. (02) 219 1787 (BH) or 613 3948. Specialty: HO scale, principally NSW and Australian, but all welcome. Society also has live steam, radio control cars, boats, yachts, planes and gliders.

Warrimoo Model Railway Club. Weekly running sessions in evenings; 1st Friday of month and all other Saturdays. Secretary: Bob Chrismas, PO Box 7, Wentworth Falls, 2782. Ph. (047) 82 1156 or (047) 57 1287. Specialty: HO scale NSW prototype and timetable running.

Wolgan Valley Railway Group. Meets once to twice monthly. Secretary: Geoffrey Klimpsch, 69 Annesley Street, Leichhardt, Ph (02) 569 4017. Specialty: HO modelling of the Wolgan Valley Railway.

Wollongong Model Railway Club. Meetings every Wednesday evenings (8pm). Secretary: Lyndon Spence, 53 Springfield Ave., Figtree 2525. Ph. (042) 71 5386. Specialty: Australian and American prototype. Large HO scale layout. 26th year.

#### NORTHERN TERRITORY

Groote Eylandt Model and Miniature Engineering Club. Contact: Andrew Stanway, PO Box 692, Alyangula, Groote Eylandt. 5798. Specialty: Catering for OO, HO, N and 5" gauges plus slot cars, live steam and radio control.

North Australia Railway Modellers' Association. Meetings 3rd Tuesday of month (7.30pm) except December. Contact: Dave Cooper, PO Box 41746, Casuarina. 5792. Ph. (089) 27 8580. Specialty: H, HO, O, Australian, UK, European and US.

#### QUEENSLAND

Australian Model Railway Association, Queensland Branch. Meetings 2nd and 4th Thursdays (6.30pm-9.30pm) and 1st and 3rd Saturdays (12.30pm-4pm) at clubrooms, South Brisbane Station, annex at the Expoend. Secretary: Jim Christie, 32 Wana Street, Sunnybank. 4109. Ph. (07) 345 4071. Clubroom (07) 844 186o. Specialty: All scales and gauges.

Caloundra and District Model Railway Association.
Meetings on 1st Monday of month at members' homes.
Contact: Harry Robotham. Ph. (071) 91 2660. All welcome.

Capricorn Model Railway Group. Contact: Graham Shimmin, 3 Cant Street, North Rockhampton. (079) 36 1797. Specialty: HO/OO, HOe and N scales in Australian, American, English and Continental. No set meeting times.

Gladstone Model Railway Club. Meetings every Monday (7 to 10pm) at members' homes. Contact: Peter Annison. PO Box 47, Gladstone. (079) 79 1656. Specialty: HO/OO and N — Australian, American, English and European.

N.M.R.A. Australasian Region. Contact: lan Venables, 7 Aberfoyle St., Kenmore. 4069. Ph. (07) 378 3647.

Railway Modellers' Club of Queensland (S.C.M.R.A affiliated). Meetings on the second Saturday of each month at members' homes. Visitors welcome. Secretary: Greg Reason, Mail Service 525, Ipswich. 4305. Ph. (075) 64 4516 or (07) 374 1752.

Rockhampton Model Rallway Association. Meetings every Tuesday (7.30pm) at Room 2, Ground Floor, Walter Reid Cultural Centre, cnr East and Derby Street, Rockhampton. Contact: Russell Sanderson, PO Box 1442, Rockhampton, 4700 or Tom Eisentrager (079) 27 5879. Specialty: OO/HO and N scale working layouts. Union Pacific Model Railroad Club. Meetings every Tuesday (7.30pm) at clubrooms at rear of Holland Park Bowls club, Abbotsleigh Rd., Holland Park. Secretary: Bob Brown, 36 Viscount St., Bray Park, 4500. Ph (07) 205 4818. Specialty: HO American to NMRA standards.

#### **SOUTH AUSTRALIA**

Adelaide Model Railway Society. Meeting first and third Wednesday (8pm) of each month at clubrooms, Mt. Lofty Railway Station. Secretary: W.R. Hoskin, 67 Mt. Lofty Brahma Lodge. 5109. (08) 250 5119. Specialty: HO/HOn3 layout to NMRA standards catering for a variety of prototypes (Australian and over-

seas). New members welcome

Marklin Model Railway Club of South Australia. Contact: Lester Smith, 15 Fussell Place, Alberton, 5014, Ph (08) 47 7159. Specialty: Marklin.

Mt. Barker Model Railway Club. Meetings held 1st and 3rd Tuesday night (7.30pm) of the month at the Little-hampton Primary School Hall, (Baker St). Contact: The Secretary, PO Box 526, Balhannah. 5242. Specialty: HO layout.

N.M.R.A. Australasian Region. Contact: Ray (Barney) Brownbill, 12 Signett Street, Hallet Cove. 5158. Ph. (08) 381 4866. Also covers Western Australia and Northern Territory.

South Australian Railway Modellers' Association Inc. Meetings held every Wednesday night (8pm) of the month at the clubrooms on Australian National land at Mile End. Secretary: Tony Sitters, 127 Whites Road, Salisbury North. 5108. Specialty: HO predominantly South Australian

Whyalla Model Railway Society Inc. Meetings Tuesday (8pm) at clubrooms in Fisk Street, Whyalla Norrie. Secretary: Mrs.J.M.Phillips-Smith, PO Box 729, Whyalla. 5600. Specialty: Australian HO.

#### **TASMANIA**

Launceston Model Railway Club. Meetings every Thursday 7.30pm. Secretary: A.J.Parnell, Ph. (003) 31 6940. Specialty: HO/OO modelling, Building club layout. Visitors welcome.

Tamar Valley Railway Modellers. Contact: Greg Waldon, 41 Mann Street, Invermay, Launceston. 7248. Ph. (003) 26 4862.

#### VICTORIA

Australian Model Railway Association, Victorian Branch. General meetings held 2nd Thursday (8.00pm) at Clubrooms, 92 Wills St., Glen Iris, 3146. The club is also open 1st and last Sundays (1pm) for timetable operation of HO layout. Secretary: John J. Harry, 68 Lahona Ave, East Bentleigh. 3165. Ph. (03) 570 4406. All modellers welcome.

Ballarat & District Model Railway Club Inc. Meetings every Wednesday (7.30pm) at clubrooms, Sebastopol Community Centre, Yarrowee St., Sebastopol. Secretary: Ron Woods, PO Box 648, Ballarat. 3350. Ph. (053) 34 1762 or (053) 31 3277 BH (urgent matters only). New members welcome.

Bayside Model Railway Club. Meetings every Tuesday evening and every Saturday afternoon. Secretary: John Roberts, Ph. (03) 580 2886. Specialty: All interests catered for. Constructing OO/HO layout. New members welcome.

Camperdown Railway Society Inc. Meetings on 2nd and 4th Friday of month at club rooms, Manifold St., Camperdown, 3260. Contact: Lindsay Bamford, Ph (055) 92 5352 or 97 9263. Specialty: OO/HO, HOn2½, N.

Bendigo Model Railroaders. Meetings: Last Thursday of month, Work sessions every Wednesday evenings and Saturday afternoons at club rooms Wills Street, Bendigo. Secretary: B.Pianta, Box 136. PO Golden Square. 3555. Ph. (054) 47 8780.

Castlemaine Model Railroaders Inc. Meetings 2nd Friday (8pm) of month at members' homes. Secretary: Sharon Easdale, PO Box 270, Castlemaine, 3450. Ph. (054) 72 1973. Specialty: All scales but mainly HO.

Corio Model Railway Club. Meetings every Wednesday (7.30pm) at clubrooms, Bakers Oval, Geelong West. Secretary: Geoff Evans, PO Box 166, Geelong, 3220. Ph. (052) 78 3881. Specialty — All scales but mainly HO scale.

Croydon Model Railway Club, Inc. Meetings every Wednesday (8pm). Contact: Gary Kirby, PO Box 133, Croydon, 3136. (03) 870 5580. Specialty: Large VR prototype HO exhibition layout; HO American prototype layout.

Eltham Model Rallway Circle. Meetings Monday nights (8pm) in clubroom, 'Pineridge', Cherrytree Road, Panton Hill. Secretary: Garry Cronin, 15 Scarlet Ash Crt., Eltham, 3095. Specialty: HO scale layout under construction — V.R. outline.

Melbourne Model Rallway Society. Meetings Tuesday and Friday (8pm), visiting Fridays, not 1st (8.30pm). Secretary: Ken Elder, 3 Baimoral Ave., Pascoe Vale South, 3044. Specialty: Running large HO/HOn3 layout. Metro Model Rallway Group Inc. Meetings every Wednesday (7pm) at Clubrooms, Sydney Road, Coburg. Secretary: John B. Beaton, 25 Victoria St., Bacchus Marsh, 3340. Ph. (053) 67 3128. New members and visitors welcome.

N.M.R.A. Australasian Region. Regular meetings at members' homes — visitors welcome. Contact: Graeme Nitz, 20 Alpha Street, North Balwyn. 3104. Ph. (03) 857 6959.

Puckapunyal Model Railway Club. Meetings held Mondays (7.30pm) in the basement of the Puckapunyal Military Area Theatre. Contact: Martin Sommer, 45 Buna Crescent, Puckapunyal. 3662. Ph. (057) 93 1468. Specialty: HO layout with Australian bent — all welcome.

R.A.A.F. Base Laverton Model Railway Club. Meets Mondays (7.30pm) at Building No.75 on RAAF Base Laverton. Contact: Ph. (03) 368 2697. Specialty: HO and N scales.

Southern Cross Model Railway Association, Victorian Division. Meetings on 2nd Saturdays (2pm) and 2nd Mondays (8pm) of month at members' homes Contact: David J. Brown. Ph. (03) 288 6866. All aspects of hobby catered for with particular interest in building models of Australia prototype at meetings.

Southern Peninsular Railway Modellers. Meetings Friday evenings (7.30pm). Contact: Brian Hocking, 143 First Avenue, Rosebud. 3939. Ph. (059) 86 7107. Specialty: Prototype modelling and scratch building. All welcome.

St. David's Model Railway Society. Meeting on the 2nd and 4th Saturdays in the month (2pm) at St. David's Anglican Church, 1111 Doncaster Rd., East Doncaster. Secretary: Don Cooper, 44 McKenzie Street, East Doncaster. Ph. (03) 842 4889. Specialty: Building HO club layout and portable N gauge layout.

Sunbury Model Railway Club Inc. Meetings held last Friday (8pm) of month. Secretary: E.H.Mitchell, PO Box 437, Sunbury. 3429. Ph. (03) 743 5045. Specialty: All gauges, mainly VicRail/VLine.

Victorian Model Railway Society. Meetings held on third Wednesday (8pm) of month at clubrooms in lower concourse of Auburn Railway Station, Victoria Rd., Auburn. Secretary: Lance Cross, 37 Chambers St., Coburg. 3058. (03) 386 0035. Specialty: Scratchbuilding O., 4mm, HO scales Victorian Railway prototype. All scales and prototypes welcome.

Wangaratta Railway Enthusiasts Group. Meets 2nd Wednesday (8pm) at clubrooms, brick water tower, Wangaratta Station (entrance Spearing St.,). Secretary: Murray Breach, PO Box 158, Wangaratta, 36776, Ph (057) 21 6025 or 21 5266 ah. Specialty: All railway topics, modelling HO and N scales.

Warrnambool Model Railway Club Inc. Meetings held on Wednesday evenings (7.30pm) at clubrooms. Secretary: lan Grenfell, RMB 4160, Port Fairy. 3284. Ph. (055) 68 1048. Specialty – portable HO layout; work in progress on a large HO layout.

Waverley Model Railway Club. Meetings Thursdays (8pm) at Ashwood Hall, Electra Avenue, Jordanville. Secretary: Roger Charles. Ph. (03) 870 0003. Specialty: Building and operating HO/OO & N gauge layouts.

#### **WESTERN AUSTRALIA**

Australian Model Railway Association, Western Australia Branch. Meetings 1st Monday (8pm), following Saturday (2pm), following Wednesday (8pm), then repeat Monday/Saturday/Wednesday cycle at clubrooms, Meltham Railway Station, adjacent Grande Promenade/Railway Pde., Bayswater. Contact: Alan Porter, 21 Prosser Way, Myaree, 6154. Ph (09) 330 1848. Specialty: OO British and American N scale, library and newsletter.

Frémantle & Districts Model Railway Association. Meetings in clubrooms, Fremantle Railway Station (old parcels office), every Wednesday at 7.30pm and every Saturday at 2pm. Secretary: Bill Goulding, 35 Gunbower Rd., Mt.Pleasant, 6153. Specialty — Club has HO, OO, EM and N layouts.

West Australian Model Railway Club Inc. Meetings Wednesday (7.30pm) at clubrooms in Claremont Showgrounds. Club Phone (09) 383 1141. Contact: Alan Porter, 21 Prosser Way, Myaree. 6154. Ph. (09) 330 1848. Specialty: Timetable operation of very large HO scale layout.

#### MAILBAG

Sir

The Swiss Alps are a long, long way from Australia, but with the availability of the Bemo and Fama ranges of models, Australian modellers of Swiss narrow gauge railways are a growing band.

A growing band, but also a lonely band. Unless we know another modeller of the same persuasion, we must try to gather and understand our own information on our chosen prototypes. While, perhaps, completely unknown to us, there is another Swiss narrow gauge modeller a couple of suburbs away who has the information we have been searching for and who, in turn, is desperately trying to decipher a German language article that we would be glad to translate for him.

So, I wonder, if any Swiss narrow gauge modellers in Australia would be interested in joining/forming a loose-knit group to correspond and exchange information on our chosen models and prototypes?

If anyone interested cares to send me details of their interests, with an SAE, I'll send each one the list of others who have answered the call and we could all gain from the sharing of information, knowledge and common interest.

Frank Savery, 10 Nerine Street, Kingston, 4114.

Sir

Commenting on the current October issue, the 'Franklin Country Railroad' especially, the photography was marvellous (I'm no photo 'buff' but it was a credit to the persons that did the job); and also the 'Trip'—the speil on that was so good I could imagine I was really there and taking part in it (no bull!). My very sincere congratulations to all for a wonderful job.

Everything else is up to your very good standard and what more could one say.

I look forward to every issue, in fact an issue every month would be excellent, but that's being very selfish, considering the amount of volunteer effort that goes into producing the magazine. As a volunteer fireman of some twenty odd years, I've a fair idea of more brickbats than bouquets that come your way but while the adrenalin keeps pumping, what the heck!

Looking forward to the December issue and my very best wishes to all concerned with the magazine.

Bill Morgan, Esperance, 6450.

Sir

I wish to offer my congratulations on the continuing development of 'our' magazine.

I find the construction type articles particularly ap-

pealing, recent examples being moulding techniques and a rivetting device.

I understand that the author of the latter item, Harry Bender, has built his own electric motors. If this is so, I, for one, would welcome such a description within the pages of A.M.R.M.

May there be a long association between Mr Bender and the magazine.

J.E. Crawford, Morley, 6062.

Sir,

I would like to say that I have never been to a better Model Railway Exhibition (Liverpool 1987) since I arrived in Australia. The standard of the exhibits was among the highest I have seen for a long time and I have been attending shows and exhibitions in various countries for at least forty years. There was something for everyone, except (and this gave me personally the great pleasure) there was not one example of God's Wonderful Railway showing. The promoters of the show must be very brave men indeed if the reaction of a GWR mate of mine is anything to go by. He is thinking of renouncing Australian citizenship.

Seriously though, congratulations to **all** concerned on a job well done.

Derek A. Bailey, Warilla, 2528.

Sir

In the October 1987 edition of the Australian Model Railway Magazine, I noticed mention of a number of presentations provided to the 1987 Railways of N.S.W. Convention: the article on page 25. The item that particularly attracted my attention was that by Ray Pilgrim on 'Building a Gum Tree'.

As one who has attempted to create HO scale gum trees, with a distinct lack of success as they failed to attain that unique sparse gum tree look, the technique used by Mr. Pilgrim would be of considerable interest.

Is there any intention to perhaps print an article based on his presentation? If not, is it possible to obtain a copy of his notes (if the presentation was not off-the-cuff)? I am sure that this subject would be of considerable interest to a large number of Australian prototype modellers who have yet to crack an acceptable technique.

P.C. Aspinall, Mosman, 2088.

Currently we are preparing two articles on trees for future issues of A.M.R.M. — Editor.



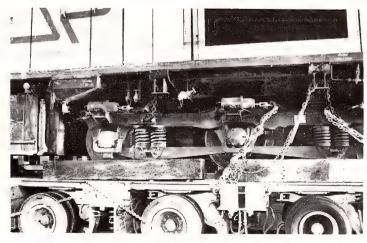


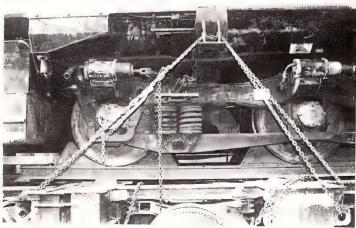
# **GONE SAILING**

#### **Bob Gallagher**

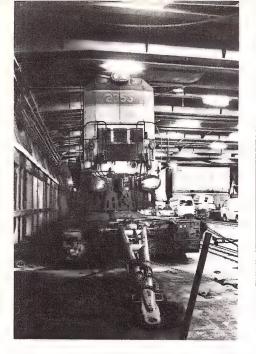
The transfer of railway equipment from the mainland to Tasmania is not common despite the isolation of the Apple Isle, but with the upgrading of the Tasmanian Region of Australian National locomotive fleet with surplus 2350 Class diesel electrics from Queensland, the need to develop an easy method of transportation became necessary.

The use of a roll-on roll-off vessel was chosen, and a special trailer was assembled complete with rail (3'6" gauge of course), attached to the flat deck. To stop the loco from moving, wheel wedges were welded to the rail surface. The locomotives being transported to Tasmania were loaded onto the trailer on the dock





Page 36. Australian MODEL RAILWAY Magazine. December 1987.



and driven into the hull of the shipping vessel, which is the Australian National Line Bass Trader.

Surprisingly, it only takes ten minutes to load and position the loco and trailer into the hull of the ship. Chains are used to restrict trailer and loco movement during transit.

In October 1987, a decision was made to transport two locos on the one voyage, so a special transformer trailer was utilised to carry the loco, 2352. Blocks of timber were placed on the trailer and the bogie mounted journals sat on the timber. The accompanying photographs illustrate the transportation of 2352 and 2353. Note the different mounting styles shown on the closeup illustrations.

With the forthcoming Bicentennial reminding us of our past history, it was felt that A.M.R.M. readers would appreciate what level of security is taken in the twentieth century when someone is being transported to Van Dieman's Land . . . sorry, Tasmania.

#### Acknowledgements

Special thanks to Barry Robson, A.N.L. and the crew of Bass Trader for organising the visit and photography session. Photographs were taken by A.M.R.M. staff, using available and flash lighting.

### CANDY-COLOURED NSW PASSENGER CARS — 3

## Economy Class Non-Airconditioned Cars Composite Non-Airconditioned Cars

Compiled by Paul Rogers

Car Type	Road Nos.	Year Painted Candy Colour	Car Type	Road Nos.	Year Painted Candy Colour
EFS	2090	1984	MEF	2720	1983
G	648	1984	MFA	2702	1984
	659	1985		2704	1984
	662	1984		2706	1983
	670	1984		2708	1983
	675	1984		2712	1982
NR	2185*	1982		2722	1983
RN	2186	1983	MFE	804**	1983
S	1651	1984		1855**	1985
•	1652	1984		1858*	1984
	1653	1984	MFH	2703	1982
	1655**	1982		2705	1983
	2016	1985		2709	1984
	2017	1984		2713	1982
	2022	1982		2715	1984
	2027**	1984		2719	1983
	2029**	1984		2721	1983
	2084	1983		2723	1985
	2089	1984		2725	1983
	2092**	1983	MFS	2028	1984
	2093	1984		2078	1984
	2095**	1983		2096	1983
	2098	1985		2121	1982
	2120**	1982		2137	1982
	2122	1983		2145	1985
	2124	1984	MH	2701	1982
	2128**	1983		2707	1984
	2130	1983		2717	1983
	2133**	1984	MHA ~	658	1983
	2134	1984	MHS	819	1982
	2143**	1983		1863	1982
	2148**	1983	SFN	2182	1982
·IFA	703	1983	SFX	1821	1983
HFE	927	1984	TFX	1935***	1982
HN	2198	1982	XFS	2014	1983
FS	2166	1983		2015	1984
	2170	1983		2018**	1985
FV	924	1983		2021**	1984
	931	1983		2142**	1983

#### Notes:

- FNR 2185 and MFE 1858 condemned in 1986 and subsequently repainted indian red with chrome yellow lining for '3801 Limited' tourist service.
- \*\* These cars condemned in 1986
- \*\*\* TFX 1935 condemned in 1984.

#### Acknowledgements:

Michael Kerry, Ian Brady, John Forsyth and Ray Parr provided information complementary to the compiler's field notes.

#### AMRM NEWS

#### Compiled by Bob Gallagher.

If Murphy's Law prevails, this issue will be late, but it will be despite the greatest effort of the A.M.R.M. team. Small incidents such as typsetting computer crashes causing the disappearance of a few articles are just one of the stumbling blocks, and only a week before having to meet a printer's deadline.

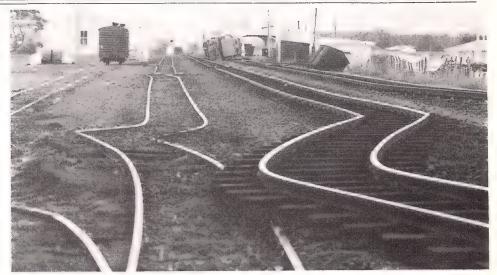
#### More on Import Duty

Murphy also struck last issue when we advised that the import duty on all model/toy products would rise to 20%. This fact had been gazetted, but no-one took into account the tenacity of Australian toy, hobby and leisureware importers who lobbied the Government and were successful in having the original import duty levels maintained. Australian profile models still retain the 20% duty, which we at A.M.R.M. do not agree with, but we can readily recognise the benefits of the lower duty on all other products, including track and accessories.

#### 1987 Club Listing

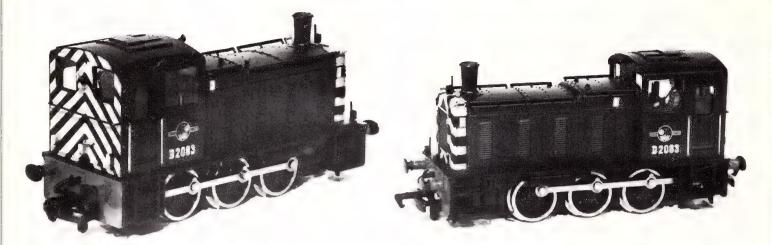
As can be seen, the 1987 club listing has been included in this issue, and as far as we can tell, no one has missed out. We sincerely thank all club officials who assisted in compiling this listing.

Continued on Page 47.



When building your layout, ensure that your baseboards are solid so that you do not suffer the above problem. A slight bump, and the track moved . . . well the earth moved and presto the wheels fell off the track. This is the result of the earthquake in the Bay of Plenty area of New Zealand early this year. As can be seen, there is a need for deep flanged wheels on the prototype! Photo courtesy Roger Kershaw.

Australian MODEL RAILWAY Magazine. December 1987. Page 37.



British Rail 03 shunter (No.11021) in OO scale by
Replica Railways. Imported by Powerline Models, PO

British Railways 03 shunter in C

Box 264, Penrith. 2750. Price: \$95.95.

The British Railways locomotive fleet in the early 1950s was mostly steam with a small quantity of diesel and electric locos in specialised situations. Considerable success had been achieved with diesel shunting locos since the 30s and consequently a design was evolved using a Gardner 8L3 diesel motor of 204 hp with a mechanical transmission on a rigid six wheel chassis. The locos were numbered in the D2000 series for much of their lives and since 1973 have been known as '03' class. Many survived into the eighties and at least seven have been preserved.

Replica Railways have reintroduced what was formerly Mainline Railways model of this interesting little loco. The first impression on seeing this model is its attractive appearance, enhanced no doubt by the exhaust stack which resembles a steam loco funnel. Further examination reveals no end of detail including brake blocks (in line with the wheels), sand pipes, builders plate, and, best of all, a driver in the cab. The overall standard of detail is very commendable on such a small loco and, combined with a superb paint finish, gives a first-class model.

Tested on a 7' x 5' spare bedroom style of layout, the loco's performance was in keeping with the prototype. A load of twelve mainline wagons was easily handled, while a further six added to the train took the load close to the desirable maximum. It was the speed of the loco that impressed me most. Using a Hammant & Morgan 'Clipper' on half-wave, the little diesel ran at a scale walking pace and didn't falter at all on insulfrog style points. I think that it is fair comment to say that that is far better than average.

One interesting possibility with this model would be to construct a small shunting style of layout specifically for one or more of these models to be used on. A dozen or so wagons plus a carriage or two could form the basis of a viable alternative to the larger layout. It is not hard to envisage also that this model could be the basis of an industrial area on an Australian prototype HO gauge layout where suitable weathering and a pair of Kadee couplers would result in a most convincing heavy duty shunting loco.

In summary, an excellent loco with an appealing appearance which should be considered seriously, not only as an essential part of a British prototype layout but also as a possibility for an Aussie HO layout industrial area. Thanks Replica Railways for re-introducing a really worthwhile loco.

David Taylor.

### Trees, custom built for The Buffer Stop, 535 Plenty Road, Preston East, 3072. Price: \$2.95 each.

Australian trees have been a discussion point among modellers of Australian prototype ever since locals took an interest in Australia. The gum tree, and its many relatives, is not an easy item to model — its shape being non uniform and its styling very original, in virtually every instance. For this reason alone, the items under review are of special interest.

The trees stand 150mm high and are made from sections of flowering buds (not being an amateur Botanist, I do not known the floral type) that have been gathered together and a resin trunk applied. The trunk is finished off in either a light or dark brown colour to match the branch colouring.

The trees have a flat base and are readily glued in place with either PVA or superglue. As can be seen

British Railways 03 shunter in OO scale by Replica Railways. Imported by Powerline Models.



Trees in HO scale by Buffer Stop.

from the accompanying illustration, the trees have style and are representative of some Australian trees.

Bob Gallagher.

## The Cape Venturer — 1986. Videotape from the ARHS (NSW Division), P.O. Box E129, St James, 2000. Price: \$59.95 (plus postage).

This 150 minute colour video covers a 12 day rail tour of Southern Africa, made by the Railway Society of Southern Africa. It traverses a distance of some 5000 km between March 27 and April 8, 1986, and involves 23 different steam locomotives from 14 classes.

The film was assembled from direct video footage both on and off the train. Two cameras were used. Because the trip was so unique, no section has been omitted. Fill in coverage has been included in places traversed in bad weather and locos used at night.

The tape starts off in the typical home movie fashion but improves with different and interesting camera angles as the trip progresses (about day 5). It contains an informative, albeit brief, narration with occasional segments of background music.

Alas, that which is good in artistic quality is spoilt by deterioration in picture quality. As stated, two cameras were used and clearly one is not to the quality of the other. The result is that editing, conversion to copy master, then to final copy enhances the progressive 'drop-out', especially in respect to footage taken by this one camera. Enthusiasts who own video cameras

and who do their own editing will know what I mean.

Another irritating aspect, and again I presume with this one camera, is the use of computerised titling which precedes each day's events. In many cases this titling can't be read.

In summation, a tape which, in my opinion, is good in content but poor in quality (in parts), simply because of this one camera.

Allan Brown

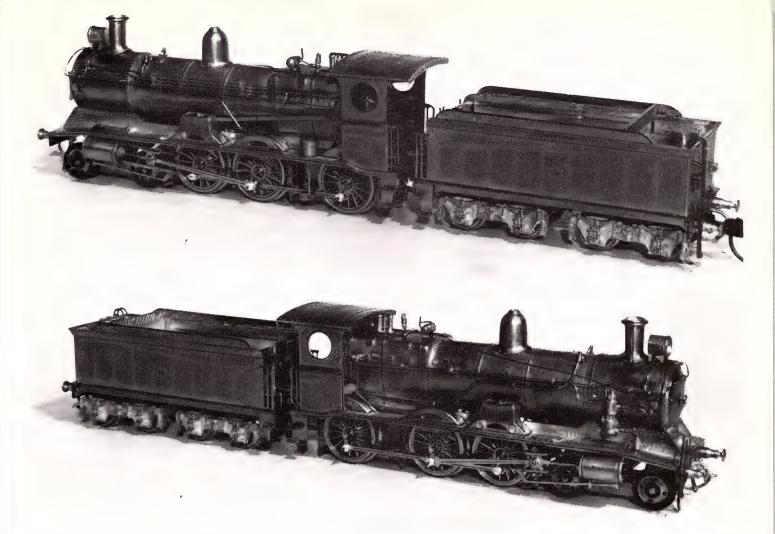
## Railscale, the Model Railway Video Magazine. Our copy supplied by ARHS (NSW Division), P.O. Box E129, St. James, 2000. Price: \$49.95 (pius postage).

When a videotape is good, it's a darned sight easier and more enjoyable to review it. So is the case with this tape. It is the modelling version of the highly successful Railscene series, from England (reviewed last issue)

This full colour, 85 minute tape covers, in depth, two of the many top layouts in Britain at the moment. It also includes an American diorama of a sawmill, a visit to Pecorama (the home of Peco — and shows all of the display layouts), and the Isle of Mull Railway, a live steam railway in Scotland. A series commences on baseboard construction for a project N scale layout, plus Mike Jolly, a well-known British modeller, commences a series on building structures in plastic.

The photography on the layouts really gets down

The photography on the layouts really gets down into the model and even includes pacing shots. The



Reviewed last issue, these photographs illustrated the HO scale model of a N.S.W.R. C32 class locomotive, made up from a Footplate Model imported DJH kit.

aim is to show as much of the layouts as possible — not the modeller (although his voice is heard during the narrations).

This is a largely British tape (insofar as the layouts are concerned), but we can all learn from these layouts, especially with regard to fine detailing. The modelling projects (Mike Jolly's building, at the moment) will help everyone, simply because it's an adaptable method.

Like the Railscene series, Railscale will be released quarterly. I, for one, will be buying the series and, yes, I bought the review copy.

Allan Brown

NSW Brake Wheels, in HO scale. Manufactured and supplied for Silvermaz Pty Ltd, P.O. Box 72, Liverpool, NSW. Price: \$4.00.

The purpose of the brake wheel is to allow shunters and the like to lock on wagon brakes when those wagons are standing idle in yards, etc.

The NSW type of brake wheel is not actually a wheel as such, but a four-armed cross. The model wheel released by Silvermaz faithfully portrays the prototype. Etched from 0.015" brass sheet, each wheel measures 18" over the maximum outer dimensions, whilst each arm is 1½" wide. It is the finest to date. In fact, it is dead scale.

Regrettably, the centre of the wheel has been neither drilled nor dimpled for drilling to provide fixing to the appropriate rodding. Nevertheless, I was able to drill a suitable hole with not too much difficulty, using a Sharp No.75 drill in a pin vice. With 24 such wheels on the brass fret I found it a lot easier to drill them all then and there, while I was in the mood. When ready for use, it is a simple matter to nick them from the sprue using a sharp craft knife.

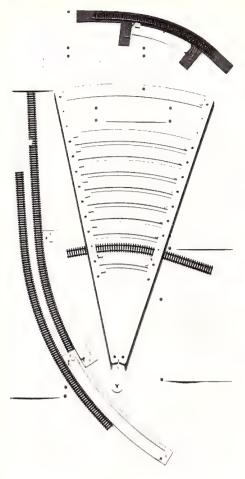
There's no disputing that these are the finest brake wheels yet available and on models they look great. With sufficient for 12 wagons, at \$4 they are definitely value for money.

Allan Brown





A Silvermaz OCY container wagon fitted with the new Silvermaz yard brake and the recently released OCY decal from AR Kit co.





Track laying is no easy task. You either have the nack or you don't. If you are one of the latter, this tool will be of use. The plastic jigs have been produced so that both edges and the centre cutout can be utilised when laying 16.5mm flexible track. The basic tools come is a range of radii, from 16" through to 60". The tools come is sets, 16"-24" being the basic tool which costs \$79.00. Extension sets take the radii up to the maximum 60°

The tools can be used individually, and allow for a 2" separation between track centre lines, or can be used with trammel bars, which allow quick use of the tools. The trammel bars require a fixed radii centre point for maximum benefit.

The accompanying photograph illustrates the various methods of tool use, and as can be seen, the tools can be used to mark the track centre line prior to laying either track or cork roadbed. The tools can then be used as a guide to fix track in place by placing either the sleepers or rail against the edge of the tool. With only a little care, a smooth curve can be readily ob-

The Track-Ezy track laying tool would be of valued assistance to most who contemplate building a sizable OO or HO scale layout.

Bob Gallagher.

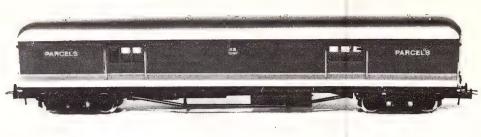
#### NSWR KB Parcels Vans in HO scale by Powerline Models Pty Ltd, P.O. Box 264, Penrith, 2750. Price: \$25.99.

It would appear that in the mid-1970s a number of redundant MHO brake vans were converted for use as express parcel vans. Basically this simply meant the removal of the centre guard's compartment, thus leaving the full interior of the car accessable via the four large existing doors. The conversion usually meant that the car acquired plain Masonite sides, with very little else.

It was inevitable that the MHO van model released originally by Trax would end up as a KB. The resulting model looks great. New dies for the sides have been made to faithfully portray the plain side of the KB van. The original type MHO large three-windowed doors remain. Photographs of these vans in my collection show a more modernised, plain, two-windowed door. I am not prepared to say that the model is incorrect, however

The existing MHO roof, chassis and bogies are as original, although the bogies now have closer coupling a vast improvement.

The two samples shown to us are of KB 2507 in candy livery, and KB 2513 in lined Indian red with white



N.S.W.R. KB parcel/mail van in HO scale by Powerline Models.





Broad Gauge Bodies HO scale Obf/Of wagon fitted with the new tri-mount compensated chassis kit. The chassis kit is not available separately.

L7 logos and gold 'MAILVAN' lettering.

I must admit, both versions are nice. Nice in quality. and nice in paintwork. Well done, Powerline.

#### Tri-mount compensated chassis for S.A.R. Obf and Dwf four wheel wagons in HO scale by Broad Gauge Bodies, PO Box 137 Daw Park, 5041.

The free running of four wheel wagons has always been a problem. This has in part been corrected with the introduction of brass pin-point bearings which have enabled wagons to roll very freely, but the problem of unreliable tracking and rocking on uneven track still existed. Even when axleboxes were fitted so that all four wheels sat evenly on a perfectly flat surface, the wagon would still rock on any track that was not level.

As Australian railways had an abundance of four wheelers, an these characteristic wagons were favoured by many modellers, BGB recognised the problem and have developed a compensated underframe where one axle is fixed and the other permitted to rock slightly up and down. It conforms to the classic threepoint suspension principal where all wheels will remain in firm contact with the rail over all track irregularities.

The underframe consists of four whitemetal axlebox units which have pin point recesses cast in place, two whitemetal stretchers, and two 10-spoke wheelsets and a new cast polyester floor which allows the fixed and pivoting axle assemblies to be secured in place, squarely and at the right height. One stretcher has a piece of wire cast across the centre, protruding a couple of millimetres each side, and this sits in V grooves cast into the floor near one end.

In assembly, the axleboxes are glued to each end of the stretchers, with the wheelsets in place. The fixed end assembly is simply glued into the recess designed for it. The pivoting assembly is positioned so the wire sits in the V slots at the other end of the floor and secured in place with short pieces of styrene glued on top of the V blocks.

The pivoting axlebox has 0.3mm vertical move-

ment, allowing the model to traverse any track without rocking or derailments caused by wheels lifting off the

A very handy improvement.

Bob Gallagher

## Australian Railway magazine, published by Cromarty Press, PO Box 141, Collaroy Beach, 2097. Price: \$3.95

The first issue of Australian Railway was published in December 1986, being edited by Robin Bromby. Published monthly, its average size is 50 pages per issue, the page size being 270mm x 208mm. The magazine has a four colour cover and usually one colour illustration inside. Advertising is carried, but most of the content is editorial copy.

Australian Railway covers the local railway scene with newsy items and indepth articles, some being illustrated with black and white photographs. Feature articles covering specific subjects are included, there being at least three or four an issue. Some feature articles would be of special interest to modellers, especially the 'Station Profile ' series by John Curry, these articles giving readers an insight to specific railway locations, including some basic history and operational information. Another subject covered by regular feature is the 'Preservation Scene'

Australian Railway is an interesting magazine, that covers the current day events of the Australian railway and tramways industry.

Bob Gallagher.

#### Steam Lives On. Videotape from ARHS Sales Dept. P.O. Box E129, St. James 2000. Price: \$59.95 (plus

This 49 minute videotape is compiled from 35mm film stock of the New Zealand Film Unit.
The tape covers the 1985 North Island Main Trunk

Centennial Excursion hauled by Ka945 and Ja1250, and in 1986 also covered the Wellington and Manawatu Centennial Excursion hauled by Ka945. These films have been combined with two 'classic' films — 'Kb Country' (1967 B&W), and the 1969 colour feature, 'The Ride of 480', the story of restored Ww480's delivery trip from Greymouth to Auckland.

New Zealand steam is foreign to me — actually I have only ever spent one day in that country and that was on a cruise layover in 1974! So I must therefore judge this tape (as I do with the British and South African ones) on its ability to capture my interest throughout its screening. It does just that.

It is a tape so obviously made for the New Zealand rail enthusiast. It comes from footage taken by people who know what filming is all about, and is comparable with the excellent Australian tapes produced by our own ABC. It contains pacing shots, run bys, helicopter shots, good narration, background music, and most importantly — clarity. I enjoyed it.

Allan Brown

'My Forty Footplate Years, An Engine Driver's Life 1943-1983'. Published by The new Zealand Railway and Locomotive Society Inc. Distributed in Australia by A.R.H.S., NSW Division, PO Box E129, St. James, 2000. Price: \$21.95.

This book will be welcomed by those modellers with a penchant for the prototype, and New Zealand Railways in particular.

The book has a soft cover, contains 80 pages and is very well illustrated. There are almost 50 useful photographs for the NZR modeller and these are complemented by the various sketches drawn by the author to illustrate a particular point or subject.

The book is also very readable. The author portrays the life of an engineman as he saw it. From the harshness of an engine cleaner's work (at Wellington, no less!) through his years as fireman, to his eventual elevation to driver status. The transition from steam to diesel is described, as well as the introduction and operation of the Fiat railcars.

Oral histories, as exemplified in Mr Hercock's book, allow the layman an insight into the workings of railways and especially the human element therein. The author's views on the latter are forthright and honest and make interesting reading.

I enjoyed reading this well-written and produced book

Ross Verdich

#### Railway Art Prints from Kenneth G. Bowen, 12 Church St., Mt. Kuring-gai, 2080. Price in text.

Much has been written and said about the recently released book 'The Railway Art of Kenneth G. Bowen'. The next best thing to having the book is having one of the water paintings or pencil sketches, but this is not possible for every one, cost and availability being two basic hurdles. Ken has now decided to release a series of signed and numbered prints from the book. The number will be limited to 500 copies. They have been printed 4 colour on 300 gsm linen Royale paper and the image size is 16" x 20" with a 1%" white border. The photo caption and descriptive text is printed in the lower edge border.

The first two prints have been released, that being a view of green 3823 on a passenger train passing a goods train at Stroud Road, on the N.S.W. North Coast line. This painting was used twice in the book, in full on page 17 and loco only as a frontspiece to the title page.

The second print illustrates a static scene at Bathurst locomotive depot and pictures 5364, 5311 and 3669 awaiting their next duty on the very busy N.S.W. Western line.

Both prints are excellent reproductions, the colour definition being superb. In a word — Impressive . . . must have one for the den, another for the lounge room, another for the bedroom . . . well maybe not the bedroom.

The prints are available from the artist at \$27.00 each plus postage or Lisa's Gallery, 375 Pacific Highway, Asquith, 2078. The prints will also be available mounted and framed for \$98.00 from the gallery.

Bob Gallagher

## Semi-Gloss clear spray enamel by Craftsman Models, 61 The Ridge, Helensburgh, 2508. Price \$3.50 a bottle.

The use of either a clear matt or semi-gloss finish on a model is rather common these days. The objective of this is to kill the plastic look of the model (if it is plastic) or to seal any decalling and paintwork from the wear and tear of handling. Some clear finishes available are quite good for while they dull the surface of the model they also cover the visible edges of decals on the model. There are however, some clear finishes on the market, that if not properly used, will do a disappearing trick on decal work, the chemicals of the clear matt reacting with the decal, disolving any existence of many hours of work.

The Craftsman semi-gloss is not one of the latter,





Railway Art Prints from Kenneth G. Bowen. The upper print is '3823 Passing Through Stroud' with 'Awaiting Next Call To Duty' the lower print.

but is an enamel based liquid that is supplied in the usual Craftsman Models, screw lid sealed bottle. As it is a spray only material it had to be thinned before spraying, and as there was a lack of information as to the correct thinning liquid, automotive thinners was used on a 50:50 basis. It was easy to spray and quite readily covered the decalled surface without damaging either the decals or the paintwork and it readily covered up the edge of the decalwork. The finished appearance of the model sprayed with this clear semigloss enamel has been lifted as well as being protected.

The only criticism aimed at this product is the lack of information as to the required thinner. Craftsman Model paint information sheets were available some years ago, but these are like hens teeth these days.

Bob Gallagher.

202 00...09...

Cowra Rallway Centenary, and Branchline Farewell. Videotape released by Cowra Rallway Centenary Committee, 16 Shelley Street, Cowra, NSW 2794. Price: \$39.95 (plus \$3 postage and packing).

This is a two subject video, the first 35 minutes covering the Cowra Railway Centenary — a week of fes-

tivities during October-November 1986. Participants in the festivities included steam trains, operated by the local Lachlan Valley Railway Society, the N.S.W. Rail Transport Museum, and the N.S.W. State Rail Authority.

Naturally enough, the tape leans heavily on footage of the many steam tours over that week, plus the main street parade, commemorative plaque unveiling and speeches by local dignitaries. Footage from four cameramen was used to compile the tape. It includes, also, the Cowra Centenary song, written and performed by James Wynne.

The second section of the tape occupies 15 minutes and covers branchline tours around Cowra over the Easter 1987 weekend. The L.V.R. and the NSWRTM combined to produce these tours. Five cameras were used. The complete videotape is narrated by Lawrance Rvan

As a railway tape I was somewhat disappointed. The Centenary segment showed trains arriving for the festivities, local tour operations, sometimes from restricted angles (although there is quite a good pacing shot of 3001 and 5910), and a four minute ride in the tender of 5367 looking mostly at the coal, loco crew,

Australian MODEL RAILWAY Magazine. December 1987. Page 41.



HO scale back scenes by Gum Tree Station. Top - the country town; Below - the farm country scene.



cab roof and steam dome.

The second segment, Branchline Farewell, offers some promise in subject but suffers to a great degree through poor copying (the yellow and green of 4201 bleed into each other, as an example). I have yet to be convinced that footage taken on a home video camera can be edited and then re-copied successfully.

In comparison to other locally produced videos, I find this one disappointing in quality, although its historic significance to those so inclined make it a matter of consideration at least.

Allan Brown

## Rail Australia magazine, published by Bowenia Publications, PO Box 119, Berowra Heights, 2082. Price: \$4.00.

First published in July 1987, Rail Australia comprises 72 A4 pages (296mm x 208mm), colour being used profusely throughout. This publication sets a very high and expensive standard in layout style, and there is little doubt that it would be the most 'up-market' rail-way orientated magazine on the local scene. All photographic illustrations are bordered with black lines, and heading reversals are quite common.

Rail Australia covers the local scenes with news items and editorial comment by Richard Eslick, John Hoyle and John Wood. However the bulk of this publication features articles on specific subjects. Some are historic but most are topical and objective. Photographic illustrations abound, and some of this country's finest railway photographers contribute. It is thus disappointing to report that the captions of some have been overprinted on the photographs, the text being lost in the photo.

For modellers, some subjects being covered are of special interest. These include a wagon profile (a heading used before by another magazine), locomotive and rolling stock register as well as the many photographs.

Rail Australia is published monthly, and no doubt has set a standard other magazines, including A.M.R.M., will strive to obtain.

Bob Gallagher.

#### Australian Landscape Scenes for HO scale by Gum Tree Station, 490 Dorset Rd., Croydon, 3136. Price: \$4.50 per sheet.

This series of four posters has been printed from original water colour masters, to portray the typical Australian scene. Each scene is designed in a way that it can be used as a continuation of the other three, in any combination desired. Each scene measures 710mm wide by 230mm high, with a white border on the lower edge. Four scenes are available, viz: GTS1 Country Town, GTS2 Farm Country, GTS3 Coastal View

and GTS4 Bush Track and Creek.

In some respects, the scenes portray Australia — in some they don't; there are some areas of forced perspective that do not quite look right. One advantage is that the scenes do not contain dominant colours and, subsequently, do not overpower the layout/scenery.

There are no instructions on how to apply these sheets to the wall behind the scenery so the following suggestions are offered. Watered down PVA adhesive can be used but extra care has to be taken to ensure that the glue is evenly applied and does not bubble. PVA glue leaves paper rather stiff and can be easily broken.

Another method is to use wallpaper paste. This can be purchased in sachets and a small portion mixed up. Prior to this apply 'size' to the wall upon which the scene is to be attached and let dry. The sized wall allows the paper to be readily moved into position and aids adhesion. Apply the paste to the rear of the back scene, leave for a while with the scene folded over on itself, pasted back to pasted back. After ten minutes or so apply the scene to the wall, using a moistened firm sponge to work the excess glue and air bubbles out from under the paper. Do not use too much water as the paper is absorbant and excessive water may effect the printed surface.

As with all paper based products used in modelling, it would be wise to protect the paper surface from silverfish and cockroaches with a film of clear matt, preferably sprayed on.

There is a definite market for backscenes, and this range gives the modeller yet more to select from, and Australian scenes, gumtrees and all.

Allan Brown





10.5mm, 8 spoke, 16.5mm gauge wheelset by Silvermaz Models, PO Box 72, Liverpool, 2170. Price: \$0.50c per axle.

With the growth of serious modelling, manufacturers have had some difficulty in maintaining a ready supply of quality wheels, particularly the spoked version. To overcome this, Silvermaz have produced their own wheel from plastic — self lubricating delrin to be precise

The wheels are 10.5mm in diameter, have an overall

thickness of 2.8mm, a thread width of 2mm, flange thickness and depth of 0.8mm. All sizes and shapes are compatible with the N.M.R.A. RP25 standards.

The pin point axle length is 23.3mm, the length being designed to fit Silvermaz bogies, particularly the N.S.W.R. 2AA/2AE passenger style and the new archbar freight bogies. The wheels roll very freely and truly, the axles being plum centre in the wheel. Of the samples inspected there was no visible wheel wobble, nor moulding defects in the form of bent axles or flaws.

For many reasons a lot of modellers have turned away from using plastic, but these delrin these wheels do not have any of the poor manufacturing characteristics once considered normal with plastic wheels.

Bob Gallagher.



## N.S.W.R. Archbar bogies in HO scale by Silvermaz Models, PO Box 72, Liverpool, 2170. Price: \$3.50 less wheels.

Archbar bogies have been in existence almost since the day railways began. The prototype bogies are fabricated of many components, not like the modern bogies of today which comprises a small number of large castings. The archbar bogie has been in use on the N.S.W.G.R. since 1919 and, generally, have been used on flat wagons and other light capacity wagons.

As archbar bogies only had plain bearings their capacity for the high speed of modern railways was limited. So an early demise was foreshadowed from the day diesel electrics improved the speed of trains. The archbar bogie was relegated to use on Way and Works wagons, particularly flats, and flats with water jins fitted. No doubt the manufacture of the water jin kit prompted Silvermaz to add the archbar bogie to their range of products.

The bogie has been moulded in one piece and comprises detailed sides with moulded axle holes behind the journals, and a central bolster. The bogies are designed to accept pin point axles 23.3mm long, allowing 0.4mm free play in the fitted wheelsets.

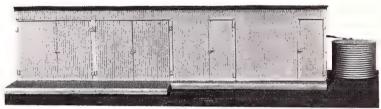
The bolster has a 3.3mm king pin mounting hole with a 4.6mm pin head recessed into the bolster. With the delrin 10.5mm diameter wheels fitted, the top of the bolster in 7.6mm above rail height which is the recommended RP23 NMRA freight wagon standard.

Page 42. Australian MODEL RAILWAY Magazine. December 1987.

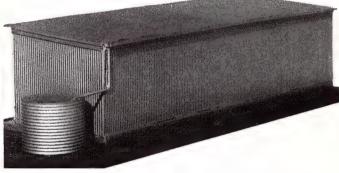


The Coastal view (above) and the bush track and creek (below) HO scale back scenes by Gum Tree Station.





Front and rear of the Stephen Johnson Models HO scale fettler's shed kit, mounted on a section of flat timber.



Except for some flash in the mounting hole, the bogie has been cleanly moulded. Detail is blunt but quite visible and includes the oil hole in the journals and the rivets which hold the various components together.

All together, a useful component.

Bob Gallagher.

#### N.S.W.G.R. Fettler's shed kit in HO scale by Stephen Johnson Models, PO Box 1534, Orange, 2800. Price: \$16.50

The one building that featured at almost every rail-way station was the fettler's shed — the shed in which the hand or motor powered trolleys (trikes, quads, etc.) were stored along with the many tools and materials used in maintaining the right of way.

In New South Wales, there were many differing sizes of sheds, but all had a similar styling. The shed represented by the model has two trolley bays and two single door storage sheds.

The model comprise epoxy resin castings for the sides, ends, floor and water tank. The roof is supplied in sections of corrugated copper. The kit is accompanied by a sheet of assembly instructions which indicate how simple it is to assemble. This model was put together on a section of timber, facilitating a method of securing the structure in place on the layout while ensuring that it will look as if has been built there, and not simply placed on top of uneven scenery.

The kits makes up into a 33' x 10' shed, the door and hinge detail being quite distinct. The floor section has the timber rails for the trolley detailed, while the corrugations on the shed and the water tank are quite realistic.

While painting methods have not been included in the assembly instructions, fettler's sheds have been sighted in many liveries as well as many stages of rusted corrugated iron. When painted, the colours used were generally roofing colours (ie. deep red, etc.). A very handy product for the N.S.W. modeller, no matter what the period being modelled.

Bob Gallagher.

#### N.S.W.R. railway structure plans in HO scale by Data Sheets, 12 Whalan Place, Kaleen, 2617. Price: \$3.00 a sheet.

Data Sheets have released five new sheets covering N.S.W.R. structures and signals. All are on 420mm x 300mm quality paper, are to the usual Data Sheets high standard, and have an imperial HO scale on each sheet.

Sheet B4 deals with the station building of the 1909 series A4 standard design. These buildings have a skillion roof and has a ladies waiting room, general waiting room, ticket office and store room. A covered water tank is positioned each end. Aspects shown include the front and rear elevations, a plan view, end elevation and a section view through the ticket office. Details shown on the plan include structural timber work, piers, station width and store room dock timber work. A feature of any model of this station is the visible structural studs and cross members visible though the open fronted waiting room. All these details are clearly shown. This style of structure was used in many medium sized towns, and were often added to as the town, and railway requirements grew.

Sheet B22 deals with the Station Officer's house, standard design J1, for both 1900 and 1910 standards. This structure comprises a gable roof over the main four rooms with a skillion roof over the kitchen and wash house. Water tank detail is clearly shown as are the modifications generally used when a bathroom/pantry was added. Aspects illustrated include

front, rear and both sides as well as a detailed plan view. A separate elevation shows the bathroom annex from the side. A feature of this timber (weather board) structure is the use of open fireplaces with brick chimneys as well as the timber covered foundations. A special feature on this sheet is four styles of fencing—picket and 3' gate, paling and 9' double gates, picket and 9'1" double gate, and paling and 9'1" double gate. This plan would be helpful to any modeller building a 1900 period house as it not only indicates the location of all piers (by a circle on the plan view) but it also supplies many building details that are now lost to modern day modifications. This style of building is typical of that used for housing the station master at small towns, or some of the less senior staff at larger towns.

Sheet S2 deals with Asbestos Cement signal boxes of the 1943 period. In modelling terms, the rather drab fibro material was used on structures during the war years for sheer economy. They were generally painted in the structure paint scheme of the day, and while being a very hot/cold building in which to work, many survived to the current day. The sheet covers elevations for front, rear and both side as well as a plan view of the 24-32 lever frame box and the front elevation and plan views of the 16-20 lever, and 32-40 lever boxes. The sheet is very well detailed and includes modelling detail on the lever frame. Fibro structures are an easy modelling subject, and this sheet supplies the information from which to make an accurately sized signal box.

On a model railway layout, nothing is more characteristic than a timber bridge, regardless of whether the train runs under or over it. Sheet P5 deals with the circa 1915, single lane (18'2") roadway overbridge that spans a single line. The subject of the plan can be found south of Wauchope and is typical of many other

overbridges found on the N.S.W. North Coast line. The plan illustrates and lists every timber size required to accurately produce a scale or 12' to the foot model of this structure.

Sheet S1 documents the standard colour light signals introduced in 1924. A straight route signal is illustrated in 7mm scale and the many configurations for straight route interlocking and automatic, facing turnout, two colour, bracket, bridge and subsidiary signals are illustrated in HO scale. Information on the sheet includes the general dimensions of the signals as well as the meaning of the colour light configurations. This sheet is very informative, especially to one who does not fully understand railway signalling.

Bob Gallagher.

Motor trolley in HO scale by Scaleway. Sample supplied by Coastline Model Railways, 4 Fishermans Bend, Whiritoa Beach, via Waihi, New Zealand. Price: \$A3.00.

The trolley represented by this kit is similar to those in use by gangers and fettlers on Australian rail-

ways. It is a four wheel motorised trolley with single protective windshield. The model is comprised of metal castings and wire staples. A rather brief but adequate assembly instruction sheet indicates the simple method of assembly and suggested paint schemes. Assembly is straight forward with the windshield being added to the body and the wheels being put onto axles and added to the body. Once the handrails are added the model can be painted.

This model is a useful item to detail a scene around a fettlers shed or a gang of fettlers working.

Bob Gallagher

Bay Town Review by Steve McNicol. Published by Railmac Publications, PO Box 290, Elizabeth, 5112. Price: \$2.95.

Author Steve McNicol has compiled a compact illustrated history of the Adelaide to Glenelg tramway. This 5'3" gauge line was first operated in 1873 by the Adelaide Glenelg and Suburban Railway Company Limited and today is operated as electric tramway by the State Transport Authority. This 16 page, card cover

book traces the history of this line covering the many changes the line has seen over 105 years. The book is profusely illustrated with black and white photographs of not only tram cars but also some of the static features of this line.

Bob Gallagher.

Steamtown — Peterborough by Steve McNicol. Published by Railmac Publications, PO Box 290, Elizabeth, 5112. Price: \$2.95.

Originally published for the Steamtown Peterborough Railway Preservation Society Inc. to celebrate the centenary of steam in Peterborough this 20 page card covered booklet has been updated to cover the recent changes to the line from Peterborough to Quorn. Black and white photographs have been used to illustrate the book, many of which are of interest to modellers. There are two colour illustrations on the cover both showing Pmr 720 'Keith Smith'. An interesting booklet.

Bob Gallagher.

#### **PREVIEWS**



Powerline Models have received their range of economy freight cars, the first release since they took over the Trax range of products. The range comprises four cars, three of which are illustrated here. They include a three bin hopper painted deep red and lettered 'Australian Iron & Steel', a four bin grain hopper painted silver with blue 'Manildra Starches' lettering, three bin hopper painted silver/grey and lettered BHP and the Trackfast container wagon (not illustrated). While the wagons are not accurate representations of local prototype, they do have some similarities, and have been used as a basis for kitbashing by the more enterprising modeller. The Manildra Starches lettering is new, the previous wagon having Manildra Flour lettering. (The N.S.W.R. WH wagon has Manildra Starches and Manildra Flour on opposites sides of the hopper - Ed.). The three bin hopper is very similar in style to those used in the Newcastle and Illawarra areas to haul coal to the respective steel works. The wagons have a neat appearance, the lettering being finished to a high standard. Weights are fitted and plastic 9.5mm wheels are used. These wheels can be replaced by the separately available Powerline wheelsets, which sell for \$4.95 a pack of four. The grain hopper sells for \$9.95, the coal hoppers \$8.95 and the container wagon \$9.95.





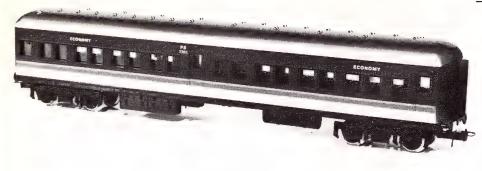


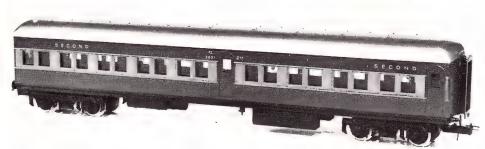
Graham Farish, the doyen of British N scale model manufacturers, have released a number of new models, using where required, their new five pole motor. Included in this release in the Class 47 diesel and the Mk.III coach in Scotsrail livery. The Class 47 is very attractive in its two tone grey with blue, white and red lines and yellow front sections. The loco has the white Scotsrail emblem on the side and the Waverley nameplate. The finish on the exterior of these two models is superb. The Class 47 is powered with the new 5 pole motor which is suspended below the full metal chassis. Each of the six axles is driven via spur gears and there is pickup on every wheel. Distributed by Fybren Models, the Class 47 retails for \$166.45 while the Mk.III coach is priced at \$21.55.





The Trax MHO brakevan was released late in 1986 in the Indian red livery. The latest release of the MHO, now under the Powerline label (with incidentally, Powerline clearly marked under the floor), provides two new liveries as well as correcting the unsightly coupler length. The couplers have been shortened some 13.5mm and along with the new slim line coupler unit provide for a distance of three feet between the buffing surfaces of the cars. The now standard Powerline 10.4mm metal flanged (1.2mm deep) wheels are fitted. Although the back-to-back measurement of these wheels is 14.2mm, they can be moved out to 14.5mm if required. The latest release of the MHO sees the very modern candy livery and the very attractive red and russett livery reproduced. Although the latter was only applied to the matchboard sided MHO, both liveries are very attractive on the model and have been reproduced to a very high standard. On the red and russett version there appears to be shadowlines behind the van code, number and guard lettering. The vans sell for \$29.95 each and are now packaged in the new Powerline red, black and yellow window paned box.

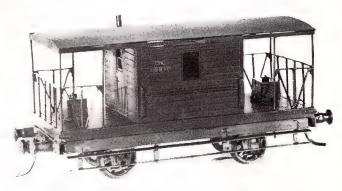




With the changeover from Trax to Powerline it is interesting to note the first Trax model to be re-released under the Powerline label. Of course we have the striking Powerline box containing the model but there are a few other pleasant surprises on the model. On the two models to hand, the candy and red and russett FS car, the paintwork is better, especially with the candy scheme. Gone is the overspray, and the lettering is first class. The candy stripes do not encompass the corner posts; but then no-one has successfully attacked this problem yet. Changed also is the bogie mounted coupler. A new short streamlined coupler is fitted - coupling distance between buffers is now 10mm. A further improvement is the lowering of the car to a more realistic 131/2' above rail level. This had been accomplished by reducing the depth of the body mounted bolster by 1.2mm. Metal 10.4mm diameter wheels are now fitted as standard as are the bogie pivot restricters. The FS and BS coaches now retail for \$25.95 each. Illustrated is the candy FS (upper left) and the red and russett FS (lower left).



The Broad Gauge Models' Victorian Railway IY wagon kit is a combination of two other successful B.G.M. kits, the GY and I wagons. The V.R. I and IA open wagons only had a capacity of 16½ ton, whereas the IY wagon, while the same physical size, could carry 22 ton. The prime difference was the heavier capacity axle journals fitted to the IY wagon. The axle boxes were similar to those used under the GY wagon, but generally had round journal housings. The kit is complete, including the BGM ten spoke, 10.5mm wheels, decals, and illustrated assembly instructions. An article on the V.R. IY is included in this issue. The price of the IY kit is \$9.95.



Casula Hobbies have released a limited run HO scale kit for the N.S.W.G.R. CHG four wheel brake van. This van was extensively used in the Newcastle Coal fields. The basis of the kit is a brass etched sheet, the various body components being fully etched. Assembly is aided by the provision of lugs and slots. The underframe is plastic and is supplied from the Silvermaz K wagon kit. The kits sells for \$83.50

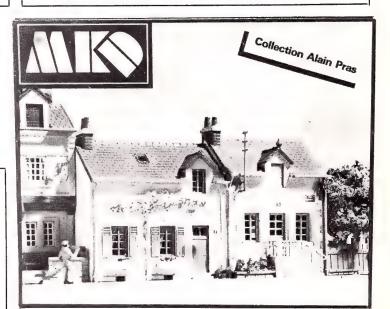




E-601 HO Scale KRUKOW HARDWARE Zang's Saloon is an HO scale kit from Micro Engineering. It is similar to the kit reviewed in the October 1987 issue and comprises precoloured styrene mouldings for all structure components. The advertising sign has been silk screened onto the false front section. Additional castings include barrels (kegs), straw broom, and a case of bottles — all metal castings.

The Krukow Hardware is another kit in the Micro Engineering false front building series and is similar in design and style to the Hay and Grain and Zang's Saloon kits. All components, except the metal detailing items, are pre-coloured plastic mouldings with the shop name being silk screened onto the false front. A feature of these kits is the very finely moulded window frames

These kits are priced at \$19.95 and distributed by Quality Scale Models, PO Box 568, Newcastle, 2300.



The Twin Houses kit by MKD, imported by Jonathon Zimbler Pty. Ltd., is a pre-coloured polystyrene kit which features two domestic dwellings. The architectural style represented is definitely European, but a few adjustments would quickly produce dwellings representative of the the pre 1900 houses found in the back streets of Australian cities and larger towns. One house has a street level front door while the other has a small set of stone steps from the street level to the front entrance. The mouldings of these kits are well detailed and also include detailing items such as tables and chairs. Detailed, illustrated assembly instructions, in English, are included with the kits.

## A COUNTRY STORE

(Victoria C 1925)

#### **Peter Kelly**

A familiar sight is the old country store/post office, not only in Victoria where this one was (still is?), but all over Australia. The basic pattern appears to have been similar, so this model will fit any state.

I made two of these models, one 'HO' (shown with modern pump and van) and one 'N' (shown with Qantas sign on side — top half of postage stamp).

The HO model was made from bought weatherboard and roof iron, while the N model was made from balsa scribed with a hacksaw blade for the sides and a scribed balsa roof. But apart from this, both were built the same way.

The dimensions on the plan are Imperial, since Metric would spoil the era of the building. I know that the pump is modern but once in a while progress must be observed. If it upsets you, model one for the era you use.

The sides were made first. After being cut to size, the wooden shutter windows were cut half through with a craft knife to give the effect of being an opening type.

The front and rear walls were cut out and the doors were cut completely out and replaced with tongue and groove (T&G) timber (obtained from Austral Model Craft), slightly larger than the various holes, glued to the inside of the walls. This gives the correct effect of inside hung doors.

The rear shutter windows were made the same way as the side ones, but the front ones are completely cut out, a piece of plastic scribed to represent panes, the scribing inked in and then the window glued behind the wall.

To make the cutting easier, I took the windows to the top of the walls so I had only three sides to cut.

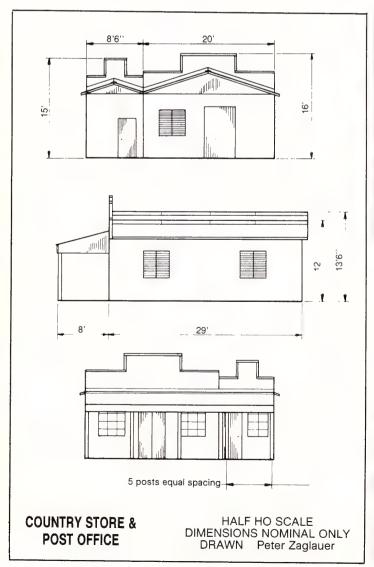
The roof ends were made from T&G scribed timber and glued to the top of the walls. A couple of timber braces were put in the roof area, running from front to back.

The false front in the front was glued on and the roof put on. A thin strip of tissue paper became the ridge capping. The false front on the HO model was finished with a thin strip of wood beading, but I left the N version unfinished.

The awning and its posts (matchsticks cut down) were fitted to the front. A phone box made out of T&G timber was fitted at one end of the building and the signs were added, these coming from Reader's Digest etc. (These days Emerald Gazette Sign Kit No.1 does the same.)

When put on a base, the building can be landscaped into the ground or, as I did, the road comes up to the front of the base. Observant readers will note no guttering or downpipes. These were never on the original and a few shops I have seen like this also do not have them today.

Well, there you are, Vintage Aussie that has resisted most changes for 50 years and will resist for another 50 unless an estate firm buys the farms and subdivides. Then this shop becomes the sales office, painted in yellow, green and purple so people can find the salesmen, or the 'Green Hills Estate'.





'HO' scale version

'N' scale version



Page 46. Australian MODEL RAILWAY Magazine. December 1987.

#### **AMRM NEWS**

Continued from Page 37

#### The Engine Shed Changes Ownership

The Engine Shed, the shop that started as a very small outlet in the Melbourne suburb of Box Hill back in the early seventies, has changed hands. Originally started by partners Keith and Kevin, the Engine Shed grew until it became one of Melbourne's major model railway supply centres. Keith retired a few years ago and Jean Cowling joined husband Kevin in manning the office of the growing retailing and wholesaling organisation. Now, with the sale of the retailing side, Jean and Keith are to devote all their time to T.E.S. Wholesalers.

The new proprietor of the Engine Shed is no stranger to customers, for the once manager, Colin Dane and his wife Pat, have taken over the reins.

#### **Christmas Greetings**

This issue sees the end of 1987 and a good year for model railways. We may not have accomplished everything everyone wanted but there are good indicators that things are on the improve.

On behalf of A.M.R.M. editor Allan Brown, the S.C.M.R.A. Publications Committee and A.M.R.M. staffers, may I wish all readers a happy and enjoyable Christmas and good modelling in 1988. Further to this may I thank all staffers and committeemen for their assistance throughout 1987, and wish you and your families good health for a Happy Christmas and a problem free 1988.

#### 1988 and All That

By all accounts 1988 will be a big year for all Australians. It was just 199 years and nine months since Artie and his voyage weried crew landed at Botany Bay,a few hundred yards from where these notes are being prepared. The fact that he did not appreciate the beauty of the northern side of the Bay, (nor the south where Jim had landed some eighteen years before) and had to retrace his tracks back past Cape Banks to settle on the rocky foreshore of Port Jackson, says nothing of the Bay area. But despite being constantly being blown about by Nor' Easters or Southerly Busters, one is currently being reminded of what could have been. Think of it, tiled concrete sails could have been the view from the A.M.R.M. office windows instead of masonry name markers or rusted steel oil tanks.

For A.M.R.M. 1988 will not only be a big year, but, hopefully, also a stepping stone for a better product for readers. We will be starting the year with a new look, both inside and out. The crew plus a couple of new found friends are working on both aspects, and the expected appearance is really exciting. We may have the view of a crumbling oil refinery and a cemetary from the office window, but these dour surroundings will not be reproduced on our cover.

A further reason to become a bit excited is that the April 1988 issue will mark the Silver Anniversary of A.M.R.M. It will be 25 years since Dr. Tim Moss saw the need to start Australia's own model railway magazine, and with the help of a few friends produced the first issue of the Australasian Model Railroad Magazine in April 1963.

To celebrate the event we are planning a very special issue which will include something of interest for everyone. We are also inviting readers to comment on the event, and look forward to receiving as many letters as possible.

#### Model Shop Competition

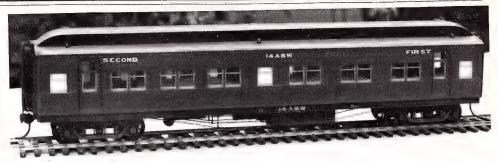
During 1987, a number of Sydney based model shops met and discussed some problems common to all. The outcome of this meeting was the formation of the Independent Hobby Shop Association.

The objectives of the Association are two fold. The prime one is to promote hobbies, especially model railways, as well as striving to promote the image of modellers. To quote Brent Fox, the president of the I.H.S.A. . . . "We would like model railroaders to come out of the closet as it were and be proud of their hobby and promote it".

Another benefit of the Association will be a commercial one where members can group together to bulk purchase. Having a greater purchasing power, the participating shops will be more readily equipped to compete with items that reach the departmental stores.

As part of their promotional package, the I.H.S.A. is running a competition, details of which are included in an advert in this issue.

A.M.R.M. congratulates the model shops concerned and we join with them in encouraging those of us who are ashamed



Dave Foulkes built this ABW Victorian Railway passenger car from the pack of B.G.M. AW/BW parts.

of being interested in trains to come out of the cupboard and declare our interest. I guess we will be surprised how many others have the same interest and are also a little frighten of being ribbed about it.

#### Awards

The Sydney N Scale Model Railway club advise that the 'George Berg Shield' for 1987 for the most popular layout at their annual exhibition was awarded to Gerry Hopkins for his 'Franklin County Railroad'.

At the Sydney exhibition, Iron Horse Hobbies announced that there were two recipients of their award for 'Contribution to the Model Railway Hobby'. The awards were to Graham Larmour, and the compiler of this column, Bob Gallagher. For this writer it was an honour not only to receive the award but to once again be linked with Graham Larmour, which is, in itself, is an honour

#### Travelling Around

In recent months, members of the A.M.R.M. crew have visited two states. While the visits have coincided with major exhibitions, the opportunity was taken to mix with as many modellers and visit as many layouts as possible. We thank those concerned for the organisation put into our visits and make special mention of Peter Smith of Adelaide and Laurie Green of Sunbury.

A real benefit of the trips was the number of articles obtained, many of layouts but also many detailing the work of modellers. Readers should see the results of these visits in the very near future.

On the subject of travelling and layouts, if any reader has a layout that requires photographing for an A.M.R.M. article, please do not hesitate making contact with the Editor.

#### Unwelcome Visitors

Late in October, an uninvited and unwelcome visitor entered the A.M.R.M. office while it was unattended. While it appears that nothing was deliberately removed, quite a mess was made of our correspondence files, some of which were found outside the building.

It will take us a short while to finalise some correspondence that was damaged and we ask readers expecting replies to letter to bear with us for a while.

#### Indexes

Last issue was to be the final comment as far as indexes were concerned. Unfortunately the response was so great that our stocks of the Volume 6 and 10 indexes was expended in a few days. In recent weeks we have been digging out all spares, and hope to have dispatched all requests by the time this issue appears in print.

We do plan to produce a complete index, from Vol.1 to Vol.12. Maybe we will have to make it a Bicentennial Project . . . wonder if we could get a Bicentennial Grant . . .

#### **Commercial News**

Powerline have released a number of models in their new



The new Powerline box, complete with the Manildra Starches hopper.

box. Typically it has a window face and the models are placed in a thin paper lined plastic tray. The prime colour of the box is red with a black base and yellow lines and label. Details of the model are printed on a yellow patch on an end flap.

Models released by Powerline include some old and some new. The re-releases in their economy freight car range include the Trackfast container wagon, a Manildra Starches hopper (was Manildra Flour) and the AIS and BHP coal hoppers. Re-releases also include the FS coaches in candy as well as red and russett. New products include the KP, which is the MHO van with new sides. Liveries include candy and Indian Red. The MHO van has been released in candy livery as well as the red and russett livery.

An interesting marketing ploy from Powerline is to package a number of their models together in a pack, a move which will save the purchaser money. For instance, when purchasing a pack of 3 FSs and an MHO, a saving of nearly \$8.00 is made. It is understood that these packs will be available from any Powerline outlet.

For the future Powerline plan to release a single dome oil tanker in their Economy Freight Car range, the tanker being available in a number of Australian oil company corporate styles.

An advance sample of the Powerline S.R.A. of N.S.W. 81 class is to hand, and while this is only an early moulding sample it is possible to see some of the quality that this model promises. One such item is the see-through vents on the mansard roof section below the three fans. The model is scheduled for release in January 1988.

Broad Gauge Bodies have advised that they have completed work on another S.A.R. M van decal, which is the Elder Smith advertising sign.

On the subject of decals, AR Kits have produced an HO scale decal for the OCY and OCX container wagons.

Bachmann have made a move into the quality railway modelling market with the production of the General Electric 44 ton switcher. To be released under the Spectrum from Bachmann label the model will have twin skew-wound motors, body mounted couplers, 8 wheel drive with 8 wheel pickup and 26:1 low speed gearing, RP25 contoured nickel silver wheels and directional lighting. A sample of the moulded body is to hand from Zimbler Pty Ltd, the Australian importers, and the detail is very impressive and includes flexible plastic handrails. The model will be available in four road names as well and the undecorated form. The sample was the Pennsylvania version and the screened printing looks very good.

The 44 tonner is of interest to Australian modellers for, of

Continued on Page 54



An very early moulding sample of the HO scale, Powerline, S.R.A. 81 class diesel electric locomotive.

## 'RU' **BULK WHEAT HOPPER**

by Howard G. Armstrong



One of the problems facing the modeller is to try and fit a typical prototype scene into a confined space. This usually means building short sidings and operating short trains. By using the shorter four wheeled wagons, the layout can be made to appear much larger as there are more wagons per foot of track and thus a short train looks typical.

Don't be deceived into thinking that a small four-wheel wagon is any easier to build than the larger bogie stock. The RU described in this article requires over 150 individual parts to complete the construction. However, don't let this frighten you off building this somewhat un-

Before commencing to build any piece of rollingstock, it is worth considering how many you will require as it is much easier to make the various parts at the same time rather than build each wagon individually. There is very little difference in the time required to make one or six parts if they are done at the same time. It is not necessary to assemble all the wagons at the same time as the extra parts can be put to one side to be assembled at a later date and knowing that the wagons will turn out the same as the original.

#### **Prototype Details**

With the introduction of Bulk Wheat Handling methods throughout the wheat areas of the State, the Department introduced a new series of four-wheel wagons to handle grain in bulk. All wagons in the series are 22' over

headstocks and have 11'6" axle centres. The RU has a pitched steel roof with four loading hatches and eight discharge doors in the floor. Six hundred and fifty-one RUs were built. The odd one is coded L422 and is used for supplying sand to the Port Waratah Loco Depot. The other numbers are as follows: 24100-24349. 24450-24599 and 25100-25349 inclusive.

- 1 3/16" x 5/32" dressed softwood
- 1 sheet pasteboard 8-ply
- 1 sheet pasteboard 2-ply
- 2 pairs of 10.5mm wheels on axles
- 4 PBR axleboxes
- 10 3/8" x 00 countersunk woodscrews
- 2 couplings
- 1 length of fine wire
- 1 sheet of balsa  $\frac{1}{16}$ " thick

Your newsagent should be able to supply you with the pasteboard. I used Central Valley wheels and PBR axleboxes from The Model Dockyard in Melbourne.

#### Construction

We commence construction by making the floor and fitting the running gear and underfloor details to it. The floor is cut from a piece of thin softwood, 73mm x 30mm as shown in Fig.1. Mark out the centre lines as shown. The axleboxes are then drilled to take the 3/8" x 00 screws. Carefully locate each axlebox on the axle centre line with the inside

face on the solid line. Drill and screw into place. Tighten screws after slipping axle into position and checking that axle turns quite freely. If not, remove axleboxes and deepen axleholes slightly until free.

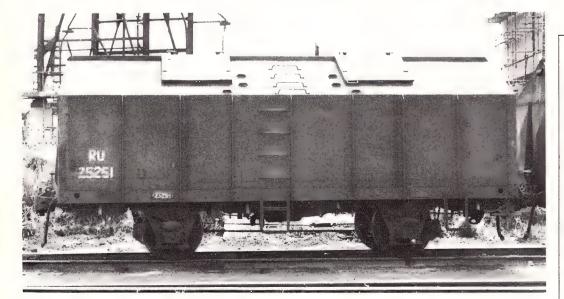
From a piece of ½6" balsa cut two (11½mm 11½mm) coupler mounting blocks, one centre beam (53mm x 5mm) and sixteen square (9mm x 9mm) for the hoppers. A piece of 2-ply card (53mm x 4mm) makes the web on the centre beam. The hopper doors are made from 1/16" balsa (9mm x 9mm) with the edges chamfered to 45 degrees.

Fit couplings. I used Kadee MKD5 and 10 and fitted them using 3/8" x 00 screws. Don't forget to allow for the thickness of material to make the ends. Give the wagon a test run to see if any extra weight is required (I find a finished weight of 11/2 ozs to 13/4 ozs ideal for four wheeled wagons) and to check couplings for the correct height above rail.

Mark out the required number of sides (Fig.2); ends (Fig.4) and roof (Fig.3) on the 8ply card. I have shown the location of details on plan as it is much easier to locate ribbing, ladders etc. at this stage rather than after the wagon has been assembled. Cut out the parts. using a sharp knife and a steel rule as a straight edge.

Commence assembly by gluing the two sides to the floor so that their lower edge is 11mm above the rail. I use Aquadhere PVA alue and find it ideal for card, wood, etc.

Glue ends into position with lower edge



#### RU 25251 on duty carrying grain to the Kellogg's complex at Botany in 1968. Photograph by Bob Gallagher.

#### **EDITORS NOTE**

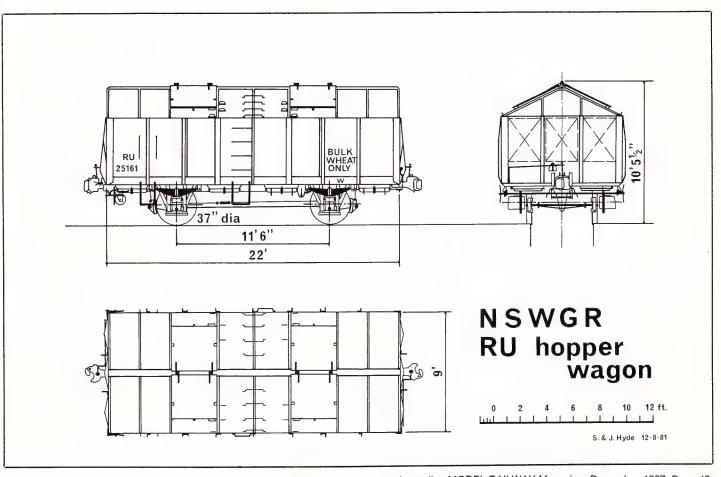
This is the second re-printed article of Howard Armstrong's N.S.W.G.R. construction features that first appeared in the 1960s. The introductory notes which accompanied the first reprint article, in the August 1986 issue (No.139), also apply to this model.

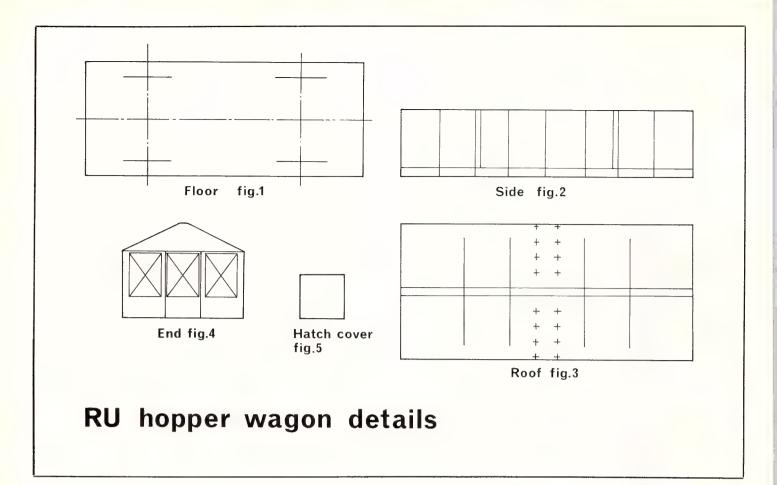
PBR axleboxes were used on the original model of the RU Bulk Wheat Hopper. They may still be available, or alternative axlebox castings of similar pattern can be used. Alter the instructions where necessary for their attachment to the floor. Another alternative is to use the PHM 11'6" K underframe with axleboxes already fitted or the more recent Trax (Silvermaz) K/U/RU underframe. The addition of turned brass axlebearings and pinpointed wheel pairs might also be considered. Kadee MKD 5 & 10 couplers are now called Kadee No. 5s.

It should also be noted that the Model Dockyard is no longer trading.



The State Rail Authority of New South Wales photograph of RU 25161 illustrates the gain hopper in new condition. The ventilation hole on the apex of the end section is clearly visible.





flush with sides. This should place the top edges below the sides by the thickness of the roof. The couplings should be removed before fitting the ends. To allow roof to bend to correct shape, run a sharp knife along the dotted lines each side of the centre. Turn card over and place rule along groove and bend card up carefully until roof takes approximate shape.

Before gluing roof into place, check to see that it fits snugly between sides and fits down onto the ends. It may be necessary to remove a small piece from each side.

From a piece of 2-ply pasteboard cut out the four loading doors, Fig. 5. Also cut out four other pieces 1mm smaller all round. Glue these to the doors and when dry glue to roof. Note on plan that doors do not quite touch at the top.

We now commence adding the details. These either make or mar a model so proceed carefully and don't be afraid to scrap it and start again if you are not satisfied. I find that photographic paper is excellent for making the fine details such as angles, hinges etc.

I make the angles for the corners from a single piece of card, creasing it down the centre with a before bending. The angle and channels along the sides are made from two pieces. Note that the top and bottom edges are chamfered. The four angles on the ends are tapered to cover their full length. The door hinges were also made from card and their ends were slipped under the edge of the opposite door.

The diamond shaped pressings on the ends are shaped out of  $\frac{1}{16}$ " balsa. Cut out rectangles to the size required and then draw the diagonals between corners. With a sharp razor blade, and using the lines as guides, carefully shave the balsa block until it is the required shape. I found that it took quite a few attempts before I had six good enough to use.

I used Black Diamond Steel Guitar wire (2nd) for the ladder rungs. A single method for accurately bending the rungs so they are all the same size is to use a pair of narrow nosed pliers. Mark the side of the jaws where their

width is the same as the inside measurement of the rung. Bend wire to a right angle about  $\frac{1}{8}$  from the end, place across jaw on mark and bend again, making sure both legs are in line. Cut off long leg and the rung is ready to be glued in position.

Before painting, I strongly recommend giving your model a couple of coats of Shellac to preserve the card. It also stiffens the card so it will stand handling much better.

Although the wagons were originally painted black, they soon have a dull greyish appearance and in some cases a rusty finish. I

mixed white undercoat and Humbrol Gloss Black until I had the desired colour. Paint some scraps and let it dry before tackling your wagon. Use a clean brush and work the paint well. It is much better to give it a couple of coats rather than trying to cover it with one.

The code and number is white and is placed on the lower left hand corner on both sides.

With a few RUs around you will now need some industries for their use, so how about a wheat silo or a feed merchant's warehouse?

Let's see some photos of your models in the 'Scenic Route'.



The CU was the forerunner to the RU and in the above illustration CU 23044 is clearly designated NOT to be used ii bulk wheat traffic. Photographed at Goulburn in 1970 by Bob Gallagher, the wagon is clearly fitted with a ridge pole and the tarpauling tightly roped in place.

#### NOTE

If using the excellent DATA SHEET plan of the RU grain hopper for detail reference, please note that the positioning of the side handrails is incorrect. They should be positioned to the leftof the roof mounted handrails, whichever side the vehicle is observed from

#### **EDITOR'S NOTE**

It is not commonly known that Rails North Models produce an excellent decal for the RU grain hopper, including the

WHEAT ONLY

stencil. These decals are available from your local AR Kit/Rails North Model stockists, or direct from Rails North Models.

# Prototype Notes on the N.S.W.R. RU and UL Class Grain Wagons

#### by Paul Rogers

Prior to WW2, the New South Wales Government Railways equipped certain U type wagons with tarpaulins and ridge poles for the bulk haulage of grain, the vehicles concerned being recoded CU. When it became apparent that specialist wagons could be viable for such tasks, a prototype covered hopper was produced at Clyde Wagon Workshops during 1941 by the rebuilding of U2970 to CCU design. This vehicle, later recoded RU, was the harbinger of 650 production models delivered by Waddington Limited of Granville, NSW, between August 1942 and March 1946. These cars carried road numbers 24100-24349, 24450-24599 and 25100-25349 inclusive.

The standard colour scheme for these four-wheeled covered hoppers was gunmetal lac-quer (dark grey). However, several RU cars, nos. 24294, 24457, 24477, 24513 and 24559, carried the blue livery adopted by the Public Transport Commission during the 1970s as a standard goods wagon colour scheme.

The career of the RU vehicle can be divided into several phases. Initially, they could be seen throughout the grain-bearing regions of the State; from 1943 they commenced block train loads of grain hopper wagons on the NSWGR system. Following the arrival of additional bogie wagons during the 1960s, the RU cars were generally concentrated on Northern Division duties as a result of the consolidation of the faster bogie units on the longer trips inherent in Southern Division movements. In latter years the RU wagons were generally allocated to shuttle trips between rural silos and regional sub-terminals. The maximum permissable speed of 65 km/h for four-wheeled wag-

A string of RUs behind a C30T, D50 or 48 class is a great sight. Note that, although all the RUs were a single designated colour, rarely were two wagons of the same shade marshalled together in a train. For modellers, the challenge is to model the RU with the same colour variations as the prototype. These photographs show just a few variations of colour these wagons became after many years of service.

RU 25292 shows its original, but faded livery, with touches of rust coming through the worn paintwork.

RU 24473 shows an interesting aspect of the RU. Although the undergear was also painted gunmetal lacquer, it often became soiled with dust and mud. Grease, collected over the years, also gave it a black look.

RU 24539 is the prototype of the most modelled vehicle on the NSW fleet (except 4469). The reason this wagon was modified is not known but Phil Curnow covered a suitable conversion in the October 1983 issue (No.122). The variation in the colours on this vehicle is a good illustration for anyone planning to weather a string of RUs.

Photographs by Bob Merchant.



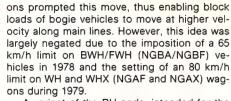




Australian MODEL RAILWAY Magazine. December 1987. Page 51.



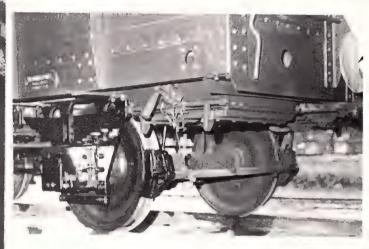
RU 2970, The prototype RU wagon, which was outshopped in May 1941. Eventually, this wagon became the red sand wagon L.422 stationed for many years at Port Waratah. Photographs by courtesy of the State Rail Authority of N.S.W.

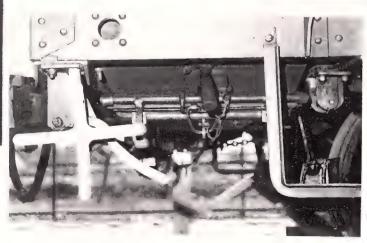


A variant of the RU code, intended for the carriage of ground limestone between Berrima and Botany, appeared in 1967. These UL class cars carried road numbers 24130, 24132, 24182, 24223, 24274, 24303, 24305, 24469, 25142, 25204, 25225, 25305, 25334 and 25341. Other RU wagons, including nos. 24153, 24218, 24530, 25269, 25282 and 25346, became K type open wagons in later life. One vehicle, RU 25120, passed to CU form prior to assuming the K classification.

The RU/UL wagon was of all-steel construction, the grain carrying version being tare rated at 12 tonnes, with a capacity of 24 tonnes. The limestone unit was reckoned at 11 tonnes tare and 25 tonnes payload. Like other four-wheeled vehicles, these codes are now extinct, the final RU withdrawals occurring in 1982









The three Graham Ball photographs down the right hand side of the page show the amount of detail below the RU grain hopper. When this is added to a model it completely changes its appearance. Other detail that may be considered for addition to either scratchbuilt or kit RUs, include the angle iron footsteps on the sloping roof and the ventilation holes in each end.

Page 52. Australian MODEL RAILWAY Magazine. December 1987.

In April 1979 there were 206 RU and a solitary UL available for revenue service.

#### References

- John G.Beckhaus, 'Railway Freight Wagons of New South Wales' (SCR Publications, Sydney, 1970).
- PTC of NSW, 'Carrying Capacity of Freight Wagons and other Australian Systems' Standard Gauge Wagons — November 1974'.
- NSWGR, 'Carrying Capacity of Goods Wagons, Coal Hoppers, Horse Boxes and Motor Trucks — July 1955'.
- P.Rogers, 'Notes on the Livery of NSW Freight Rollingstock: 1973-1978' (unpublished).

#### **Acknowledgements**

John Beckhaus, Allan Watson and the State Rail Authority of New South Wales.



The end and roof view of RU 24473. Photo by Bob Merchant.

#### **RUs in Kit Form**

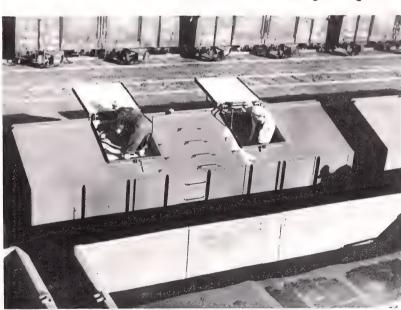
The RU has been made in HO scale kit form by a number of manufacturers. In the early 1970s MRC produced a fine one piece polyester resin body RU, the underframe also being resin castings.

A styrene multi-piece kit was produced by Trax in the mid 1980s. This kit is now included in the Silvermaz range.

Another one piece body kit was supplied by Rails North Models in the mid 1980s, this kit being very highly detailed and produced from epoxy resin castings.

In late 1987, the latter two kits are both readily available in hobby shops.

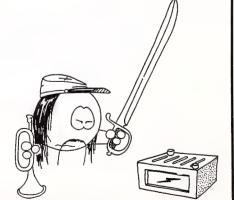
These two photographs illustrate the top of the RU grain hopper. Note that the channel iron on the apex of the roof is wide enough to hold a billy can. These State Rail Authority photographs illustrate the grain transhipment site at Tocumwal, when grain was taken out of the GYs and put into the RUs. The two men are levelling off the grain.





# THE GOOSE BUM LINE

"Charge the battery, Tran."



#### AMRM NEWS!

Continued from Page 47



The body shell of the Pennsy liveried General Electric 44 tonner, being produced under the Spectrum label by Bachmann.

the three hundred and forty eight 400 hp switchers built, four were imported to Australia by the Department of Munitions in 1943 for use at the St. Mary's munitions factory. After the war, they were put into service as shunters in Sydney yard, being numbered 7920-7923. In 1948 7921 and 7922 were claimed by the Commonwealth Government and put into service at Woomera, later in 1950 being acquired by the Commonwealth Railways and put into service at Port Augusta, numbered DE 90 and 91. One is currently in the Islington Freight Complex awaiting shipment to a N.S.W. museum. The Sydney based units, one painted black the other Indian Red (7923) became surplus and were sold to Christmas Island. The Australian based 44 tonners were modified, but the Bachmann model will be a good base for any HO scale kit bash or modification.

Advice to hand indicates that Classic Brass Models are negotiating with David Anderson to purchase the Mansfield Models brass locomotive reservation and re-run rights at Samhongsa in Korea.

Silvermaz have received the first sample of their next kit, the HO scale WTY/NGTY grain hopper. The second moulding along with detail samples are due soon. The kit will be the Mittagong Engineering (ComEng) version, which has the elevated catwalk along the top of the hopper.

At the recent Sydney exhibition, Casula Hobbies released a new kit in an HO scale CHG brake van. These vans were used extensively in the Newcastle coalfields. The kit is supplied in the form of brass etchings which run on a K wagon underframe. An O scale version of the kit is proposed.

Advice to hand from Punchbowl Hobbies indicates that the Atlas N scale EMD GP7, GP9 and the HO scale Alco RS1 locomotives are due in Australia in December 1988.

lan Alce, the jovial proprietor of N-Trains, has indicated that their next N scale kits, the N.S.W.R. BCH coal hopper and FWH grain hopper are, due for release soon. Like most Australian manufacturers, lan has had his setbacks but there is little doubt that his resolve will overcome all obstacles before him.

Footplate Models have officially advised that their next HO scale white metal kit, from DJH, will be the N.S.W.R. D50 class standard goods engine. Footplate have also advised that an assembly service for their kits is now available.

Broad Gauge Models have released an HO scale timber trestle kit. A feature of this timber kit will be the pre-assembly of the timber bents. BGM have released a pack of AW/BW passenger kit parts, from which modellers can kitbash other cars. One such conversion has already been produced and the accompanying photograph illustrates the ABW car. The BGM container wagons are now being manufactured.

AR Kits had an impressive display at the Sydney exhibition, the showcase containing a number of 81 class models, one being sectioned so that modellers could see the interior of the AR 81. A few minor details have to be completed on the model prior to its release.

AR Kits have advised that their S.R.A. container wagon kits are due for release early in thinew year. They also plan to release a timber trestle kit and have commenced production on the 2CM and 2AT freight bogies.

Railmaster from New Zealand have produced another Sn3 kit for the American market. The kit, the East Broad Top Brill Gas Electric car M1, comprises metal castings and is designed to befitted to a stretched Atlas-Kato RS3 or RS11 chassis. The kit includes instructions on regauging the chassis and numerous detail parts.

LJ Models have released more of their road sign kits for both HO and N scales. The HO kits include RS6 railway crossing signs, RS7 road warning signs, RS8 roadwork signs and RS10 Service and other signs. The N scale contribution includes RS1n railway crossing signs and RS2n warning signs. Samples of these signs will be reviewed in future issues.

#### **New Type Face**

Over the years we have occasionally been criticised for the size of print used for this column. This issue we have tried a larger typeface that will still allow us to print a lot of information in a given space. We would appreciate any constructive advise on this subject.

#### DERAILMENTS

Last issue there was an error requiring correction in the Review section of the magazine.

On page 49 the captions to the photographs of the OO scale 'County of Stafford' and 'Neath Abby' locomotives were wrongly credited as Hornby models. As was quite evident from the accompanying reviews both models came from Dapol.

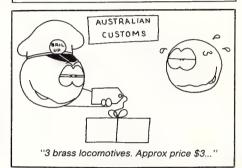
We apologise for any embarrassment caused by this.

#### ADVERTISING DEADLINE February 1988 Issue

To avoid the busy Christmas week advertising deadline for the February 1988 issue has been moved forward to the

#### 14th December 1987.

The February 1988 issue should be available at the normal outlets by January 20, 1988.



#### Subscribers Please Note

As the magazine envelopes are addressed three weeks prior to the magazine being posted, it is essential that all subscription renewals and address changes reach the AMRM office prior to that date.

#### A.M.R.M. INDEXES

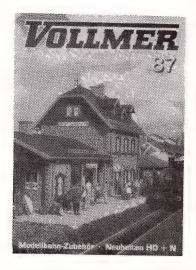
Indexes for Volumes 7, 8, 9, 11 and 12 are available at a cost of a 37c stamp per order. To obtain these indexes send the stamp and a Stamped (53c/58c) Self Addressed (95mm x 225mm or larger) Envelope to PO Box 4, Little Bay, 2036, with a request detailing the indexes required.



The Great Southern Railway, an HO scale exhibition layout based on Picton, N.S.W., made its debut at the West Ryde exhibition in June 1987. Built by the Epping Model Railway Club, the layout features mainline N.S.W. operation, the scene above illustrating a well weathered AD60 garratt, 6034, at the head of a string of RU four-wheel grain hoppers. Photographed by Alan Templeman at the 1987 Liverpool exhibition.

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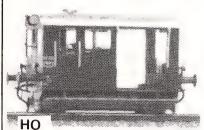
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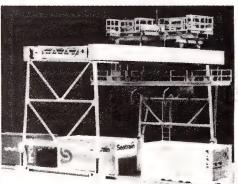
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- \* Many of the UP's articulated locomotives are seen, including 4-8-8-4 BIG BOYS, 4-6-6-4 Challengers and 2-8-8-0 3500s. Also other power such as 4-8-4 800s, 4-12-2 9000s and 9500s and many others.
- \* This is primarily a steam programme, but diesels were beginning to make inroads and just a few first generation E8s and Alco PAs are seen, mainly heading streamliners, but also the first appearances of them and the gas turbines on freight are seen.
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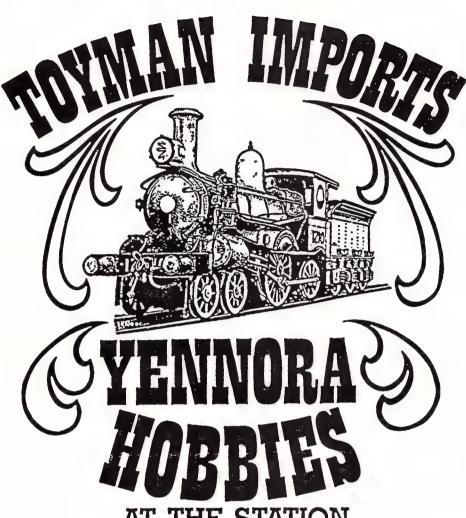
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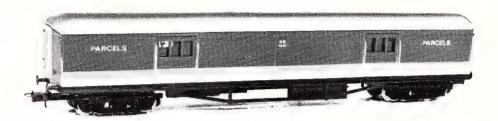
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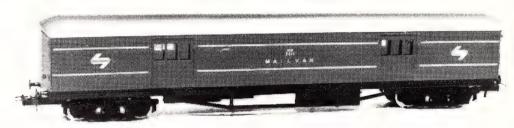
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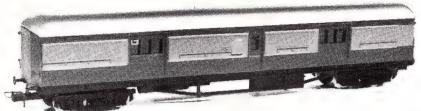
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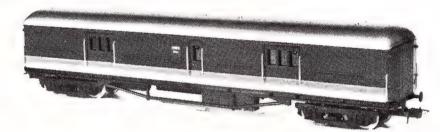
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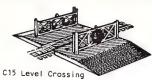
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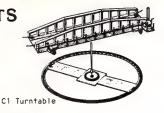
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Parkside kits are produced to give the discerning modeller the very best value. All our kits are made in high quality plastic and come complete with wheels and couplings. Parkside kits broadly cover the period from the 1930's until the present day. Bogie kits are included as well as 4 wheel wagons giving further scope for the modeller looking for some thing different. All kits are to 4mm scale.

#### ENGINEERING.

Great care has been taken in the preparation of the models to ensure that they give as accurate a representation of the prototype as possible. The drawings used were prepared with reference to official drawings and photographs. As well as freight wagons we have produced a range of LNER and SOUTHERN coaches which are not available in Ready-to-run to help modellers of these Company/Regions to build up correct train formations. All kits are made of injection moulded parts and come complete with Kean Maygib wheels and metal buffers. All kits are to 4mm scale.

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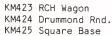












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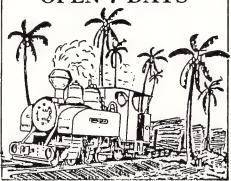
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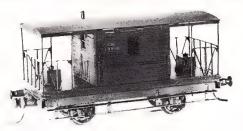
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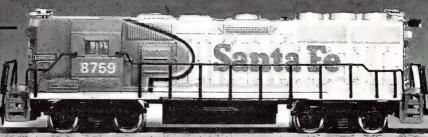
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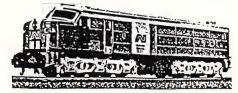
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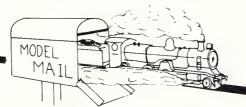
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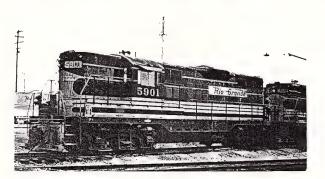
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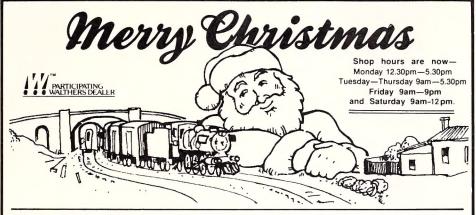
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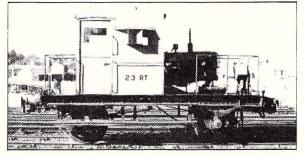
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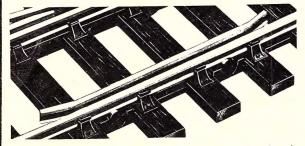
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SL-E491X Small Radius Right Hand point	\$11.25
SL-E492X Small Radius Left hand Point	\$11.25
SL-427 Wagon Turntables	\$1.15
SL-428 Dummy Point Levers Pair	\$1.40
SL-430 Uncoupler	\$1.15
SL-440 Timber Built Buffer Stop	\$1.40
GR-101 Couplers (2 pairs)	\$4.10
LOCO BODY KITS - WHITE METAL	
GL-1 "Jeanatte", use with Arnold 0-6-0 chassis	\$28,00
GL-2 "James" for use with Arnold 0-6-0 chassis	
GL-3 "Varikit" fo use with Arniold or Minitrix chassis	
GL-6 Tram Loco Body for use with Grafar 0-6-0 chassis	
Prices shown in this adve	rtiseme

FOR LARGER SCALES, SOME SMALLER ONES TOO

We have given adequate coverage to the beautiful items in the HO/OO and N Gauge ranges, but we do not often refer to the items which are made for the followers of other scales and gauges. Perhaps this advertisement will change that. There have been no price changes in recent times.

Coming forward in HO/OO is LK-83, a modern concrete and brick Signal Box. In N there is NR-103, coupler lift arms for use on locos & rolling stock and PL-25, a "Lectrics" item in the form of an electro magnetic decoupler.

SL-100X and SL-300X, Flexible Track remain unchanged at \$3.50 per 910mm (1 yard) length.

Catalogues have been out of stock for some time, but the new Peco Catalogue should arrive shortly as well as the new fine scale HO track and pointwork. At the time of preparing this advertisement available details were only sketchy.

#### Gauge 1

SL-800R	Flexible Track in 914mm (1 yd.) lengths, Code 200	
	stainless steel rails, wood graine sleepers	
	As above but with nickel silver rails	
SL-810X	Nickel Silver Rail Joiners (24)	\$3.75
SL-801	Sleepering (15)	\$4.50
SL-802	Rail Fixings (100)	
SL-803	Slide Rail Fixings (50)	
SL-808	Turnouts Blades (Pair)	
IL-8R	Code 200 Stainless Steel rail (Pack of 6)	
IL-8X	Code 200 Nickel Silver rails )Pack of 6)	\$22.50
O	auge	
	Flexible Track, 914mm (1yd.) lengths, Code 124	
JL /00X	nickel silver rails, wood grain sleepers	\$8,10

POINT PARTS SL-701 Point Sleepering (20)

 SL-701 Point Sleepering (20)
 44.75

 SL-702 Running Rail Chairs (100)
 Pack \$4.75

 SL-703 Slide Rail Chairs (50)
 Pack \$2.25

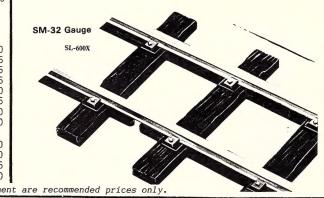
 SL-704X Code 124 N.S. Bullhead Rail - pack of 6
 \$13.50

 SL-707 Frog Units
 Each \$3.30

 Pair \$5.10 SL709 Switch Kit for Electrofrog ..... Each Rail Built Buffer Stop .....

7 Caura

Z Gauge	
SL-200X Flexible Track, 609mm (2') lengths, Code 60	
nickel silver rails, wood grain sleepers	\$4.95
SL-210X Nickel Silver Rail Joiners (24) Pack	\$1.95
SL-250 Foam ballast Underlay for track Roll	\$7.95
IL-1X Code 60 Nickel silver rails	\$6.95



WE WISH YOU A VERY HAPPY CHRISTMAS AND A BRIGHT AND PROSPEROUS 1983

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